

CITY OF WORCESTER

DEPARTMENT OF TRANSPORTATION AND MOBILITY

PLAN AND PROFILE OF

COMPLETE STREETS IMPROVEMENTS COUNTRY CLUB BOULEVARD

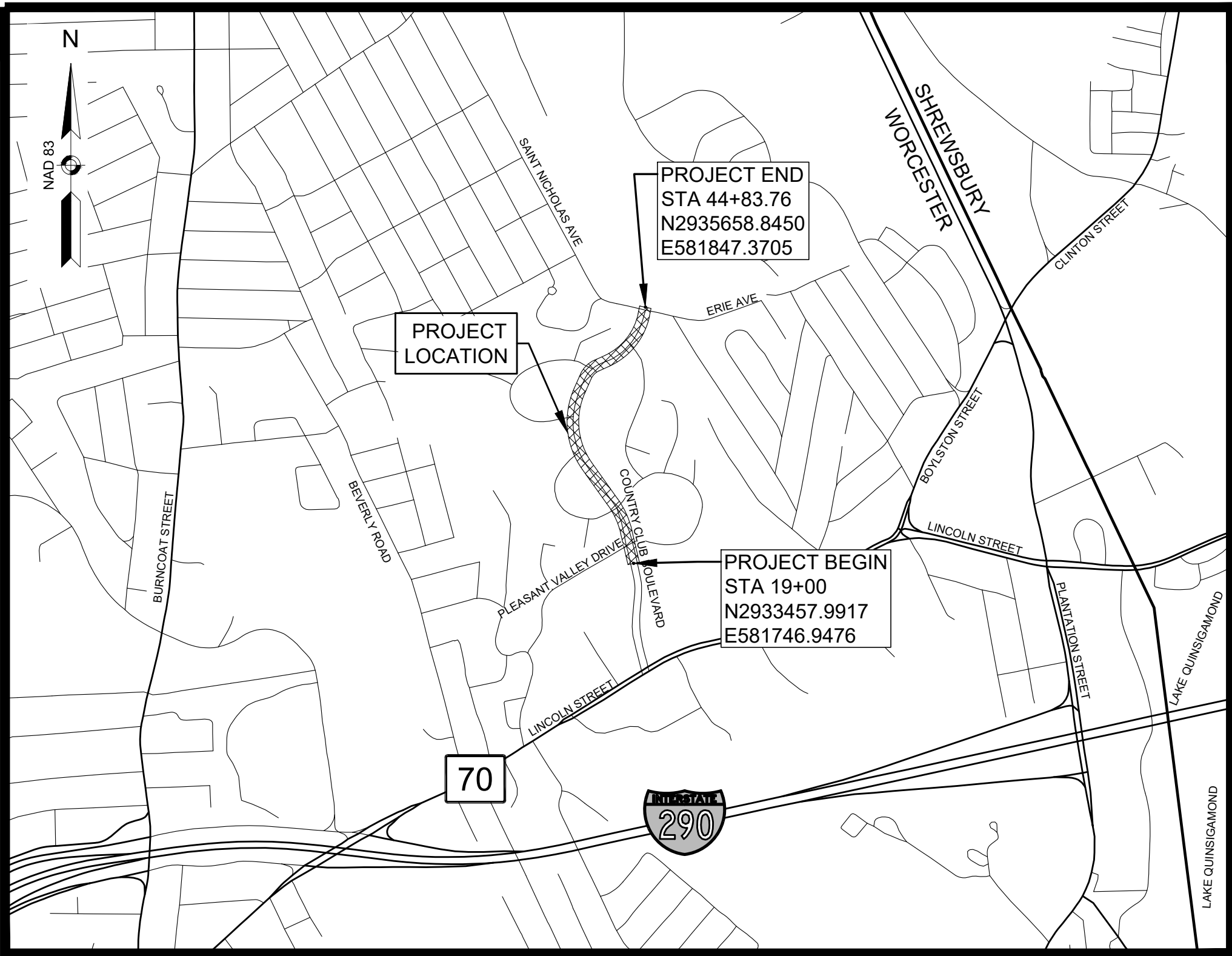
IN THE CITY OF

WORCESTER WORCESTER COUNTY

THESE PLANS ARE SUPPLEMENTED BY THE LATEST EDITIONS OF THE FOLLOWING PUBLICATIONS, AS IDENTIFIED IN THE CONTRACT SPECIAL PROVISIONS: THE MASSDOT CONSTRUCTION STANDARD DETAILS, THE MASSDOT STANDARD DRAWINGS FOR SIGNS AND SUPPORTS, THE MASSDOT STANDARD DRAWINGS FOR TRAFFIC SIGNALS AND HIGHWAY LIGHTING, THE MASSDOT OVERHEAD SIGNAL STRUCTURE AND FOUNDATION STANDARD DRAWINGS, THE MASSDOT TRAFFIC MANAGEMENT PLANS AND DETAIL DRAWINGS, AND THE ANSI AMERICAN STANDARD FOR NURSERY STOCK. IN ADDITION, THE CITY OF WORCESTER DEPARTMENT OF PUBLIC WORKS & PARKS STANDARD SPECIFICATIONS & DETAILS DATED AUGUST 29, 2024 WILL GOVERN.

FINAL DESIGN

| INDEX | |
|-----------|----------------------------------|
| SHEET NO. | DESCRIPTION |
| 1 | TITLE SHEET & INDEX |
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| 20 - 24 | CONSTRUCTION DETAILS |



0 1000 2000 3000 4000

SCALE: 1" = 1000'

LENGTH OF PROJECT = 2583.76 FEET = 0.490 MILES

DESIGN DESIGNATION (COUNTRY CLUB BLVD)

| | |
|---------------------------|--------|
| DESIGN SPEED | 25 MPH |
| FUNCTIONAL CLASSIFICATION | LOCAL |

| 07/09/25 | FINAL DESIGN | 2 |
|----------|--------------|-------|
| 06/11/25 | FINAL DESIGN | 1 |
| 02/27/25 | CONCEPT | 0 |
| DATE | DESCRIPTION | REV # |










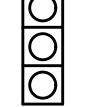

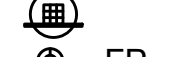



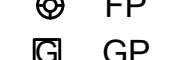



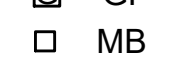











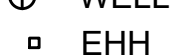



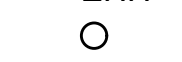



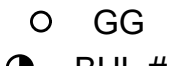







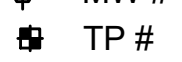



































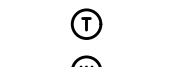







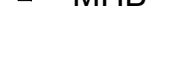















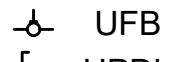



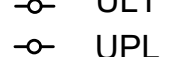











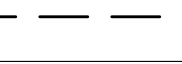

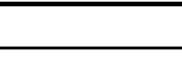

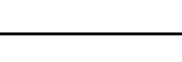

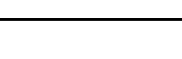

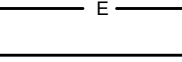

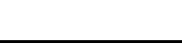

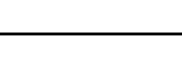

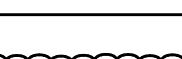

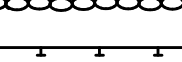

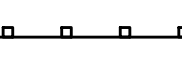

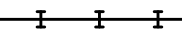

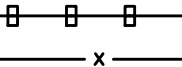



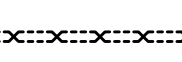

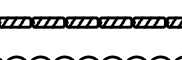

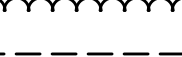

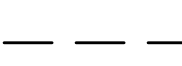

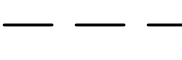






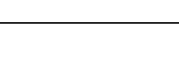
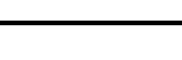
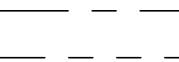
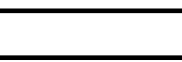
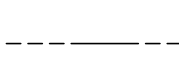
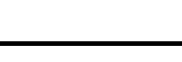
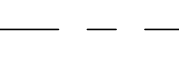

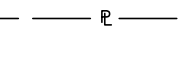


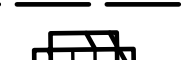






7/9/2025

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| 282 Merrimack Street 2nd Floor Lawrence, MA 01843 978-794-1792 | 311 Main Street 2nd Floor Worcester, MA 01608 508-868-5104 | 169 Ocean Blvd, Unit 3 PO Box 249 Hampton, NH 03842 603-601-8154 |
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| APPROVED BY: JMD | DESIGNED BY: JD/JDD | DATE: July 9, 2025 |
| CHECKED BY: JDD | DRAWN BY: JD | TEC PROJECT NO. T1581 |



| GENERAL SYMBOLS | | | TRAFFIC SYMBOLS | | | ABBREVIATIONS | | | WORCESTER COUNTRY CLUB BOULEVARD LEGEND & ABBREVIATIONS SHEET 2 OF 24 | |
|--|--|---|---|---|--|---------------|--------------------------------------|--|--|--|
| EXISTING | PROPOSED | DESCRIPTION | EXISTING | PROPOSED | DESCRIPTION | GENERAL | | | | |
|  JB |  JB | JERSEY BARRIER |  1 |  1 | CONTROLLER PHASE ACTUATED | AADT | ANNUAL AVERAGE DAILY TRAFFIC | | | |
|  CB |  CB | CATCH BASIN |  |  | TRAFFIC SIGNAL HEAD (SIZE AS NOTED) | ABAN | ABANDON | | | |
|  FP |  FP | CATCH BASIN CURB INLET |  |  | WIRE LOOP DETECTOR (6' x 6' TYP UNLESS OTHERWISE SPECIFIED) | ADJ | ADJUST | | | |
|  GP |  GP | FLAG POLE |  |  | VIDEO DETECTION CAMERA | APPROX. | APPROXIMATE | | | |
|  MB |  MB | GAS PUMP |  |  | MICROWAVE DETECTOR | A.C. | ASPHALT CONCRETE | | | |
|  |  | MAIL BOX |  |  | PEDESTRIAN PUSH BUTTON, SIGN (DIRECTIONAL ARROW AS SHOWN) AND SADDLE | ACCM PIPE | ASPHALT COATED CORRUGATED METAL PIPE | | | |
|  |  | POST SQUARE |  |  | EMERGENCY PREEMPTION CONFIRMATION STROBE LIGHT | BIT. | BITUMINOUS | | | |
|  |  | POST CIRCULAR |  |  | VEHICULAR SIGNAL HEAD | BB | BITUMINOUS CONCRETE | | | |
|  |  | WELL |  |  | VEHICULAR SIGNAL HEAD, OPTICALLY PROGRAMMED | BC | BOTTOM OF CURB | | | |
|  |  | ELECTRIC HANDHOLE |  |  | FLASHING BEACON | BD. | BOUND | | | |
|  |  | FENCE GATE POST |  |  | PEDESTRIAN SIGNAL HEAD, (TYPE AS NOTED OR AS SPECIFIED) | BL | BASELINE | | | |
|  |  | GAS GATE |  |  | RAILROAD SIGNAL | BLDG | BUILDING | | | |
|  |  | BORING HOLE |  |  | SIGNAL POST AND BASE (ALPHA-NUMERIC DESIGNATION NOTED) | BM | BENCHMARK | | | |
|  |  | MONITORING WELL |  |  | MAST ARM, SHAFT AND BASE (ARM LENGTH AS NOTED) | BO | BY OTHERS | | | |
|  |  | TEST PIT |  |  | HIGH MAST POLE OR TOWER | BOS | BOTTOM OF SLOPE | | | |
|  |  | HYDRANT |  |  | SIGN AND POST | BR. | BRIDGE | | | |
|  |  | LIGHT POLE |  |  | SIGN AND POST (2 POSTS) | CB | CATCH BASIN | | | |
|  |  | COUNTY BOUND |  |  | MAST ARM WITH LUMINAIRE | CBCI | CATCH BASIN WITH CURB INLET | | | |
|  |  | GPS POINT |  |  | OPTICAL PRE-EMPTION DETECTOR | CC | CEMENT CONCRETE | | | |
|  |  | CABLE MANHOLE |  |  | CONTROL CABINET, GROUND MOUNTED | CCM | CEMENT CONCRETE MASONRY | | | |
|  |  | DRAINAGE MANHOLE |  |  | CONTROL CABINET, POLE MOUNTED | CEM | CEMENT | | | |
|  |  | ELECTRIC MANHOLE |  |  | FLASHING BEACON CONTROL AND METER PEDESTAL | CI | CURB INLET | | | |
|  |  | GAS MANHOLE |  |  | LOAD CENTER ASSEMBLY | CIP | CAST IRON PIPE | | | |
|  |  | MISC MANHOLE |  |  | PULL BOX 12"x12" (OR AS NOTED) | CLF | CHAIN LINK FENCE | | | |
|  |  | SEWER MANHOLE |  |  | ELECTRIC HANDHOLE 12"x24" (OR AS NOTED) | CL | CENTERLINE | | | |
|  |  | TELEPHONE MANHOLE | ----- TRAFFIC SIGNAL CONDUIT | | | CMP | CORRUGATED METAL PIPE | | | |
|  |  | WATER MANHOLE | | | | CONC | CONCRETE | | | |
|  |  | MASSACHUSETTS HIGHWAY BOUND | | | | CONT | CONTINUOUS | | | |
|  |  | MONUMENT | | | | CONST | CONSTRUCTION | | | |
|  |  | STONE BOUND | | | | CR GR | CROWN GRADE | | | |
|  |  | TOWN OR CITY BOUND | | | | DHV | DESIGN HOURLY VOLUME | | | |
|  |  | TRAVERSE OR TRIANGULATION STATION | | | | DI | DROP INLET | | | |
|  |  | TROLLEY POLE OR GUY POLE | | | | DIA | DIAMETER | | | |
|  |  | TRANSMISSION POLE | | | | DIP | DUCTILE IRON PIPE | | | |
|  |  | UTILITY POLE W/ FIREBOX | | | | DW | STEADY DON'T WALK - PORTLAND ORANGE | | | |
|  |  | UTILITY POLE WITH DOUBLE LIGHT | | | | DWP | DETECTABLE WARNING PANEL | | | |
|  |  | UTILITY POLE W / 1 LIGHT | | | | DWY | DRIVEWAY | | | |
|  |  | UTILITY POLE | | | | ELEV (or EL.) | ELEVATION | | | |
|  |  | BUSH | | | | EMB | EMBANKMENT | | | |
|  |  | TREE | | | | EOP | EDGE OF PAVEMENT | | | |
|  |  | STUMP | | | | EXIST (or EX) | EXISTING | | | |
|  |  | SWAMP / MARSH | | | | EXC | EXCAVATION | | | |
|  |  | WATER GATE | | | | F&C | FRAME AND COVER | | | |
|  |  | PARKING METER | | | | F&G | FRAME AND GRATE | | | |
|  |  | OVERHEAD CABLE/WIRE | | | | FDN. | FOUNDATION | | | |
|  |  | CURBING | | | | FLDSTN | FIELDSTONE | | | |
|  |  | CONTOURS (ON-THE-GROUND SURVEY DATA) | | | | GAR | GARAGE | | | |
|  |  | CONTOURS (PHOTOGRAMMETRIC DATA) | | | | GC | GRANITE CURB | | | |
|  |  | UNDERGROUND DRAIN PIPE (DOUBLE LINE 24 INCH AND OVER) | | | | GD | GROUND | | | |
|  |  | UNDERGROUND ELECTRIC DUCT (DOUBLE LINE 24 INCH AND OVER) | | | | GG | GAS GATE | | | |
|  |  | UNDERGROUND GAS MAIN (DOUBLE LINE 24 INCH AND OVER) | | | | GI | GUTTER INLET | | | |
|  |  | UNDERGROUND SEWER MAIN (DOUBLE LINE 24 INCH AND OVER) | | | | GIP | GALVANIZED IRON PIPE | | | |
|  |  | UNDERGROUND TELEPHONE DUCT (DOUBLE LINE 24 INCH AND OVER) | | | | GRAN | GRANITE | | | |
|  |  | UNDERGROUND WATER MAIN (DOUBLE LINE 24 INCH AND OVER) | | | | GRAV | GRAVEL | | | |
|  |  | BALANCED STONE WALL | | | | GRD | GUARD | | | |
|  |  | GUARD RAIL - STEEL POSTS | | | | HDW | HEADWALL | | | |
|  |  | GUARD RAIL - WOOD POSTS | | | | HMA | HOT MIX ASPHALT | | | |
|  |  | GUARD RAIL - DOUBLE FACE - STEEL POSTS | | | | HOR | HORIZONTAL | | | |
|  |  | GUARD RAIL - DOUBLE FACE - WOOD POSTS | | | | HYD | HYDRANT | | | |
|  |  | CHAIN LINK OR METAL FENCE | | | | INV | INVERT | | | |
|  |  | WOOD FENCE | | | | JCT | JUNCTION | | | |
|  |  | SEDIMENT BARRIER | | | | L | LENGTH OF CURVE | | | |
|  |  | COIR LOG SEDIMENT BARRIER | | | | LB | LEACH BASIN | | | |
|  |  | TREE LINE | | | | LP | LIGHT POLE | | | |
|  |  | SAWCUT LINE | | | | LT | LEFT | | | |
| | | | | | | | | | | |

CONSTRUCTION NOTES:

1. EXISTING CONDITIONS IS THE RESULT OF AN ON-THE-GROUND INSTRUMENT SURVEY PERFORMED BY HANCOCK ASSOCIATES IN DECEMBER 2024.
- HORIZONTAL DATUM = NAD83 (MASSACHUSETTS STATE PLANE COORDINATES)
VERTICAL DATUM = NAVD88
2. UNDERGROUND UTILITIES SHOWN HEREON ARE COMPILED FROM FIELD LOCATIONS OF STRUCTURES AND FROM LOCATIONS OF UNDERGROUND UTILITIES PROVIDED BY THE CITY OF WORCESTER. OTHER UNDERGROUND UTILITIES MAY EXIST. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATION, SIZE & ELEVATION OF ALL UTILITIES WITHIN THE AREA OF PROPOSED WORK AND TO CONTACT "DIG-SAFE" AT 811 AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION, DEMOLITION OR CONSTRUCTION.
3. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL CONTACT DIGSAFE (1-888-DIGSAFE) A MINIMUM OF 72 HOURS PRIOR TO ANY CONSTRUCTION TO VERIFY THE LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
4. WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, THE LOCATION, ELEVATION AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR, AND THE INFORMATION FURNISHED TO THE ENGINEER FOR RESOLUTION OF THE CONFLICT.
5. ALL MUNICIPALLY OWNED UTILITY STRUCTURES (CATCH BASINS, DRAIN MANHOLES, WATER GATES, ETC.) SHALL BE ADJUSTED BY THE CONTRACTOR TO FINISHED GRADE UNLESS DIRECTED OTHERWISE.
6. ALL PRIVATELY OWNED UTILITY STRUCTURES (GAS GATES, ELECTRIC /TELEPHONE MANHOLES, ETC.) SHALL BE ADJUSTED TO FINISHED GRADE BY THE PRIVATE UTILITY COMPANY, UNLESS DIRECTED OTHERWISE. THE CONTRACTOR SHALL COORDINATE WITH PRIVATE UTILITY COMPANIES FOR THE ALTERATION AND ADJUSTMENT, AS NECESSARY.
7. PROPOSED DRAIN PIPES SHALL BE INSTALLED WITH A PITCH OF 1.0% (MINIMUM) UNLESS OTHERWISE NOTED.
8. AREAS OUTSIDE THE LIMITS OF PROPOSED WORK DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
9. ALL DISTURBED AREAS OUTSIDE THE CURBLINE AND INSIDE OF THE APPROXIMATE LIMIT OF GRADING SHALL BE STABILIZED WITH 4" LOAM AND SEED, UNLESS OTHERWISE NOTED.
10. THE TERM "PROPOSED" (PROP) MEANS WORK TO BE CONSTRUCTED USING NEW MATERIALS OR, WHERE APPLICABLE, RE-USING EXISTING MATERIALS IDENTIFIED AS "REMOVE AND RESET" (R&R), AS APPROVED BY THE ENGINEER.
11. THE TERM "MEET EXIST" OR "MEET EX" MEANS TO MEET BOTH THE EXISTING ALIGNMENT AND ELEVATION.
12. ALL EXISTING TREES WITHIN THE PROJECT LIMITS SHALL BE RETAINED AND PROTECTED WITH TREE PROTECTION UNLESS INDICATED OTHERWISE ON THE DRAWINGS. ALL PROVIDED DIMENSIONS REFER TO THE DIAMETER AT BREAST HEIGHT.
13. AN UNOBSTRUCTED PATH OF TRAVEL WITH A MINIMUM WIDTH OF 4'-0" (EXCLUDING THE WIDTH OF CURB) SHALL BE MAINTAINED PAST ALL OBSTRUCTIONS (UTILITY POLES, LIGHT POLES, SIGNS, MAILBOXES, ALONG DRIVEWAY OPENINGS, ETC.).
14. DETECTABLE WARNING PANELS ARE REQUIRED ON ALL PROPOSED PEDESTRIAN CURB RAMPS AND SHALL BE INSTALLED IN ACCORDANCE WITH MASSDOT CONSTRUCTION STANDARDS.
15. IN INSTANCES WHERE AN EXISTING MANHOLE, HANDHOLE, OR OTHER "SURFACE" TYPE STRUCTURE THAT IS NOT CALLED OUT TO BE REMOVED OR RESET IS WITHIN THE PROPOSED OR EXISTING (IF RECIPROCAL OR WITHIN PROJECT LIMITS) ACCESSIBLE SURFACE, THE STRUCTURE SHALL BE CAREFULLY ADJUSTED SUCH THAT THE TOP MOST SURFACES OR THE STRUCTURE COVER SHALL BE FLUSH WITH THE FINISHED GRADE.
16. IN AREAS OF EXISTING ROADWAY / SIDEWALK WHERE LOAM AND SEED IS PROPOSED, THE CONTRACTOR SHALL REMOVE EXISTING ROADWAY / SIDEWALK AND SUBBASE, AND REPLACE WITH SUITABLE EXCAVATED MATERIAL AND PROPOSED 4" LOAM AND SEED TO MEET FINAL GRADE.
17. PRIOR TO ANY LAND DISTURBANCE, CONTRACTOR SHALL INSTALL INLET PROTECTIONS DEVICES AND GUTTER INLET PROTECTION DEVICES IN ALL DOWNGRADIENT CATCH BASINS OR AS SHOWN ON THE APPROVED PLANS. WHERE NEW STRUCTURES ARE INSTALLED, INLET PROTECTION DEVICES SHALL BE INSTALLED IMMEDIATELY. CONTRACTOR SHALL INSPECT INLET PROTECTION DEVICES AFTER SIGNIFICANT STORM EVENTS AND REMOVE ANY ACCUMULATED SEDIMENT / DEBRIS THAT REACHES $\frac{1}{2}$ THE HEIGHT OF THE INLET PROTECTION DEVICE. CONTRACTOR SHALL REPAIR/REPLACE ANY INLET PROTECTION DEVICE WHEN NECESSARY.
18. DISTURB AREAS REMAINING IDLE FOR MORE THAN 14 DAYS SHALL BE STABILIZED.
19. ALL EXISTING PAVEMENT MARKINGS ALONG COUNTRY CLUB BOULEVARD SHALL BE REMOVED.
20. ALL PROPOSED CURBING SHALL BE GRANITE CURBING. WHERE GRANITE CURBING MEETS THE EXISTING BITUMINOUS CONCRETE CURB, A FOUR (4) FOOT MINIMUM CURB TRANSITION OF HOT MIX ASPHALT (HMA) SHALL BE PLACED TRANSITIONING FROM GRANITE CURBING TO THE EXISTING BITUMINOUS CONCRETE CURB.

SURVEY NOTES:

1. THE HORIZONTAL DATUM FOR THIS SURVEY IS THE MASSACHUSETTS COORDINATE SYSTEM, NAD 1983, MAINLAND ZONE. THE VERTICAL DATUM FOR THIS SURVEY IS THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). SAID DATUMS WERE ESTABLISHED VIA GPS OBSERVATIONS UTILIZING REALIZATION NAD83(2011) AND GEOID 12A.
2. THE LIMIT OF BORDERING VEGETATED WETLANDS SHOWN HEREON WAS DELINEATED BY OTHERS AND LOCATED VIA FIELD SURVEY BY HANCOCK ASSOCIATES.
3. THIS PLAN IS THE RESULT OF AN ON-THE-GROUND INSTRUMENT SURVEY PERFORMED BY HANCOCK ASSOCIATES IN DECEMBER 2024.
4. ABUTTING PROPERTY LINES HAVE BEEN COMPILED FROM RECORD INFORMATION.
5. UNDERGROUND UTILITIES SHOWN HEREON ARE COMPILED FROM FIELD LOCATIONS OF STRUCTURES AND FROM LOCATIONS OF UNDERGROUND UTILITIES PROVIDED BY THE CITY OF WORCESTER. OTHER UNDERGROUND UTILITIES MAY EXIST. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATION, SIZE & ELEVATION OF ALL UTILITIES WITHIN THE AREA OF PROPOSED WORK AND TO CONTACT "DIG-SAFE" AT 811 AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION, DEMOLITION OR CONSTRUCTION.

PAVEMENT NOTES

PROPOSED FULL DEPTH PAVEMENT OVER MILL

- SURFACE: 1 $\frac{1}{2}$ " SUPERPAVE SURFACE COURSE 9.5MM LEVEL 2 OVER
2" SUPERPAVE INTERMEDIATE COURSE 12.5MM LEVEL 2 OVER
- BASE: VARIES (MAX 4") SUPERPAVE BASE COURSE 19MM LEVEL 2 OVER
- MILL: 1-1/2" GRINDING AND MILLING

PROPOSED FULL DEPTH PAVEMENT GREATER THAN 4' WIDE

- SURFACE: 1 $\frac{1}{2}$ " SUPERPAVE SURFACE COURSE 9.5MM LEVEL 2 OVER
2" SUPERPAVE INTERMEDIATE COURSE 12.5MM LEVEL 2 OVER
- BASE: 4" SUPERPAVE BASE COURSE 19MM LEVEL 2 OVER
- SUBBASE: 4" DENSE GRADED CRUSHED STONE
8" GRAVEL BORROW, TYPE b

PROPOSED FULL DEPTH PAVEMENT LESS THAN 4' WIDE

- SURFACE: 1 $\frac{1}{2}$ " SUPERPAVE SURFACE COURSE 9.5MM LEVEL 2 OVER
2" SUPERPAVE INTERMEDIATE COURSE 12.5MM LEVEL 2 OVER
- BASE: 6" CLASS B CONCRETE (3500 PSI, 1 $\frac{1}{2}$ ", 520) OVER
- SUBBASE: 8" GRAVEL BORROW, TYPE b

PROPOSED CEMENT CONCRETE SIDEWALK

- SURFACE: 4" CEMENT CONCRETE (AIR ENTRAINED, 4000 PSI, $\frac{3}{4}$ ", 610) OVER
- BASE: 8" GRAVEL BORROW, TYPE b

PROPOSED PEDESTRIAN CURB RAMPS

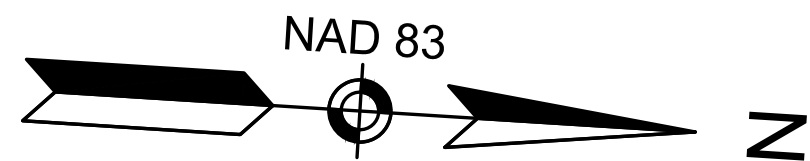
- SURFACE: 6" CEMENT CONCRETE (AIR ENTRAINED, 4000 PSI, $\frac{3}{4}$ ", 610) OVER
- BASE: 8" GRAVEL BORROW, TYPE b

PROPOSED HMA SIDEWALK/WALK

- SURFACE: 1" SUPERPAVE SURFACE COURSE 9.5MM LEVEL 2 OVER
1" SUPERPAVE INTERMEDIATE COURSE 12.5MM LEVEL 2 OVER
- BASE: 8" GRAVEL BORROW, TYPE b

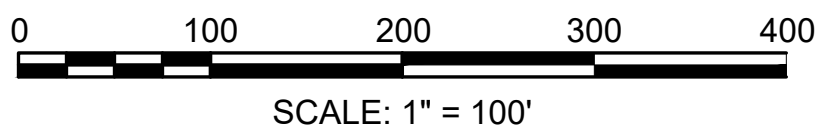
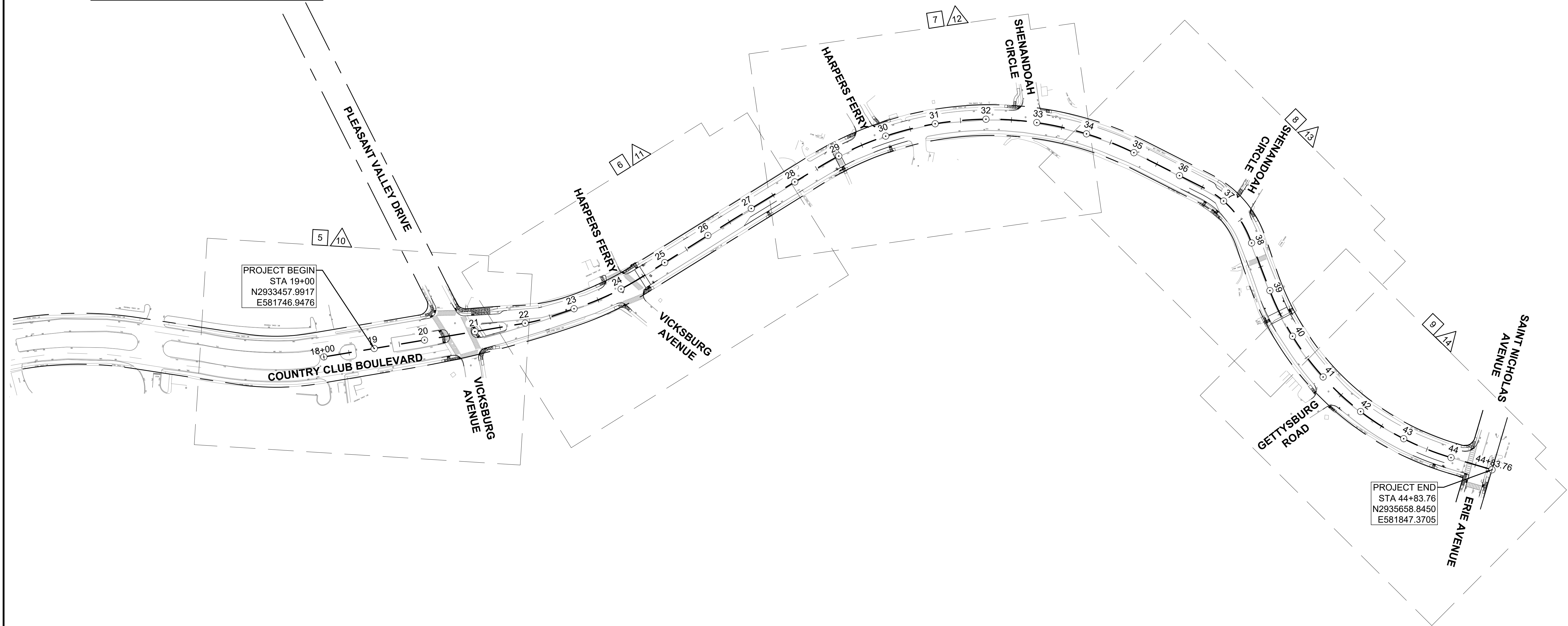
PROPOSED PERMANENT PAVEMENT TRENCH PATCH

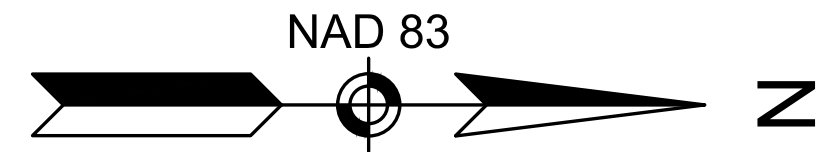
- SURFACE: 1 $\frac{1}{2}$ " SUPERPAVE TOP COURSE 9.5MM LEVEL 2 OVER
2" SUPERPAVE INTERMEDIATE COURSE 12.5MM LEVEL 2 OVER
VARIABLE DEPTH SUPERPAVE 12.5MM INTERMEDIATE COURSE
(COMPACTED IN 2" (MAX) LIFTS) TO MATCH EXISTING PAVEMENT THICKNESS
- BASE: 8" GRAVEL BORROW, TYPE b



LEGEND

-  CONSTRUCTION PLANS
-  TRAFFIC SIGN & PAVEMENT MARKING





COUNTRY CLUB PLAZA ASSOC, LLC
490 LINCOLN STREET
BK/PG: 40930-26
PB/PL: 477-002

| COUNTRY CLUB BOULEVARD CONSTRUCTION BASELINE DATA | | | | | | | | |
|---|------------------|--------------|-------------|------------|------------------------|----------------|--------------|-------------|
| NUMBER | STARTING STATION | NORTHING | EASTING | CURVE DATA | LINE DATA | ENDING STATION | NORTHING | EASTING |
| L3 | 18+00.00 | 2933360.5971 | 581769.6255 | | N13°06'27"W 401.94' | 22+01.94 | 2933752.0629 | 581678.4744 |

COUNTRY CLUB PLAZA ASSOC, LLC
490 LINCOLN STREET
BK/PG: 40930/26
PB/PL: 477/002

BENCHMARK: HYDRANT -
"X"-CUT ON BOLT
OVER MAIN OUTLET
EL=573.57'

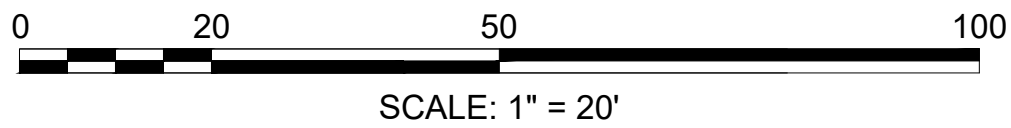
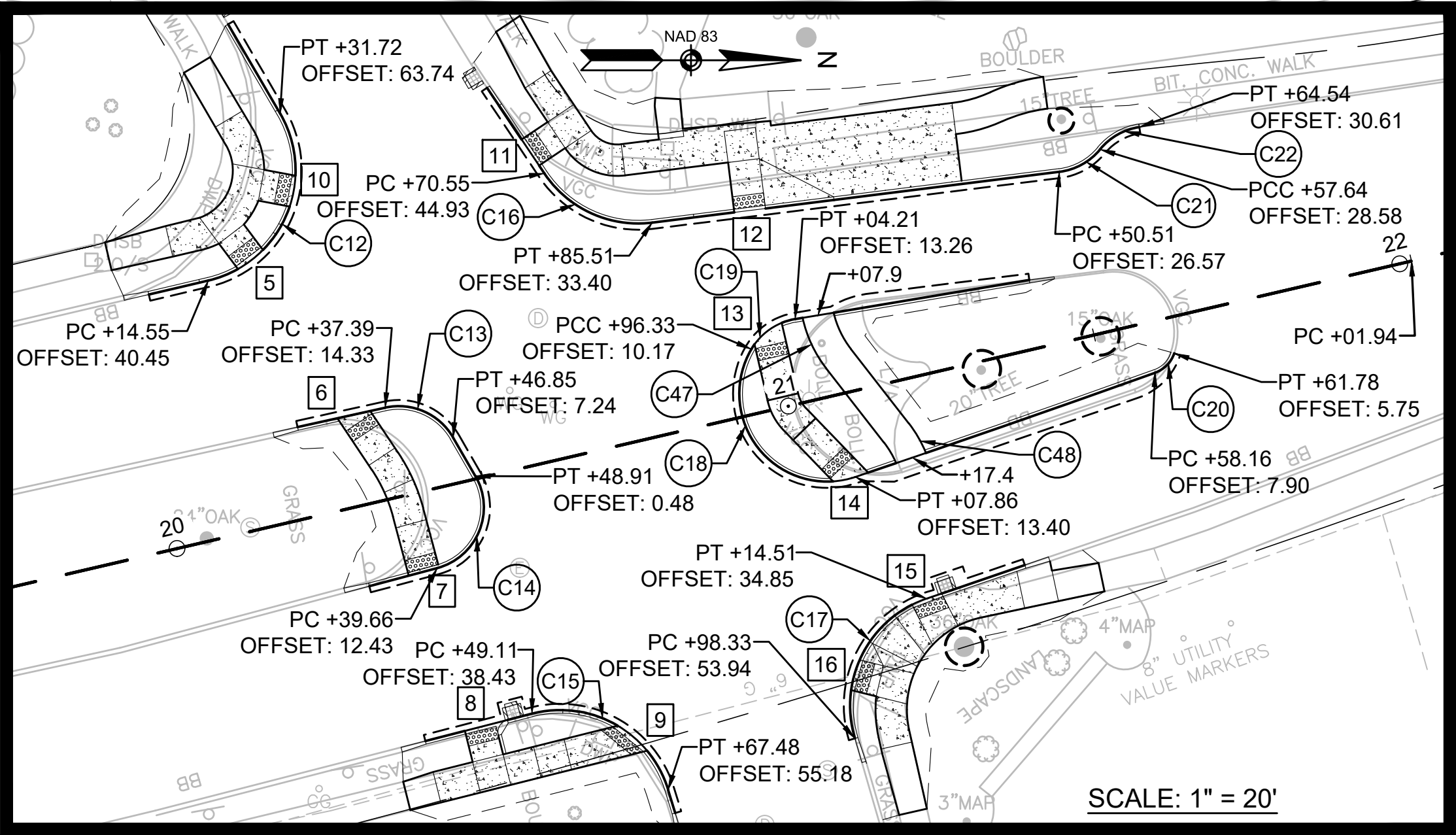
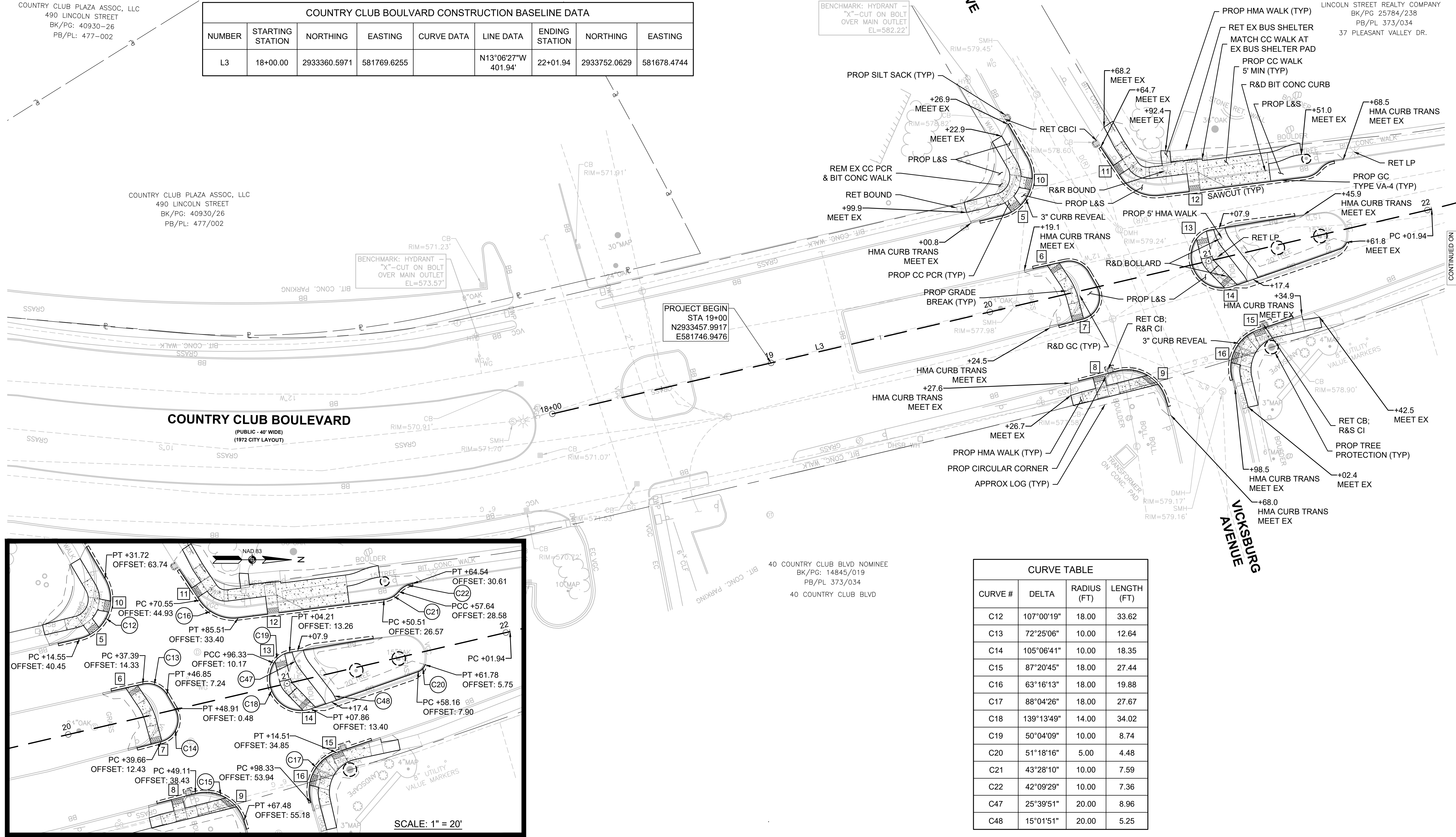
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LINCOLN STREET REALTY COMPANY
BK/PG: 5286/076
PB/PL: 373/034
50 PLEASANT VALLEY DR.

BENCHMARK: HYDRANT -
"X"-CUT ON BOLT
OVER MAIN OUTLET
EL=582.22'

WORCESTER
COUNTRY CLUB BOULEVARD
CONSTRUCTION PLANS
SHEET 5 OF 24

LINCOLN STREET REALTY COMPANY
BK/PG: 25784/238
PB/PL: 373/034
37 PLEASANT VALLEY DR.



| CURVE TABLE | | | |
|-------------|------------|-------------|-------------|
| CURVE # | DELTA | RADIUS (FT) | LENGTH (FT) |
| C12 | 107°00'19" | 18.00 | 33.62 |
| C13 | 72°25'06" | 10.00 | 12.64 |
| C14 | 105°06'41" | 10.00 | 18.35 |
| C15 | 87°20'45" | 18.00 | 27.44 |
| C16 | 63°16'13" | 18.00 | 19.88 |
| C17 | 88°04'26" | 18.00 | 27.67 |
| C18 | 139°13'49" | 14.00 | 34.02 |
| C19 | 50°04'09" | 10.00 | 8.74 |
| C20 | 51°18'16" | 5.00 | 4.48 |
| C21 | 43°28'10" | 10.00 | 7.59 |
| C22 | 42°09'29" | 10.00 | 7.36 |
| C47 | 25°39'51" | 20.00 | 8.96 |
| C48 | 15°01'51" | 20.00 | 5.25 |

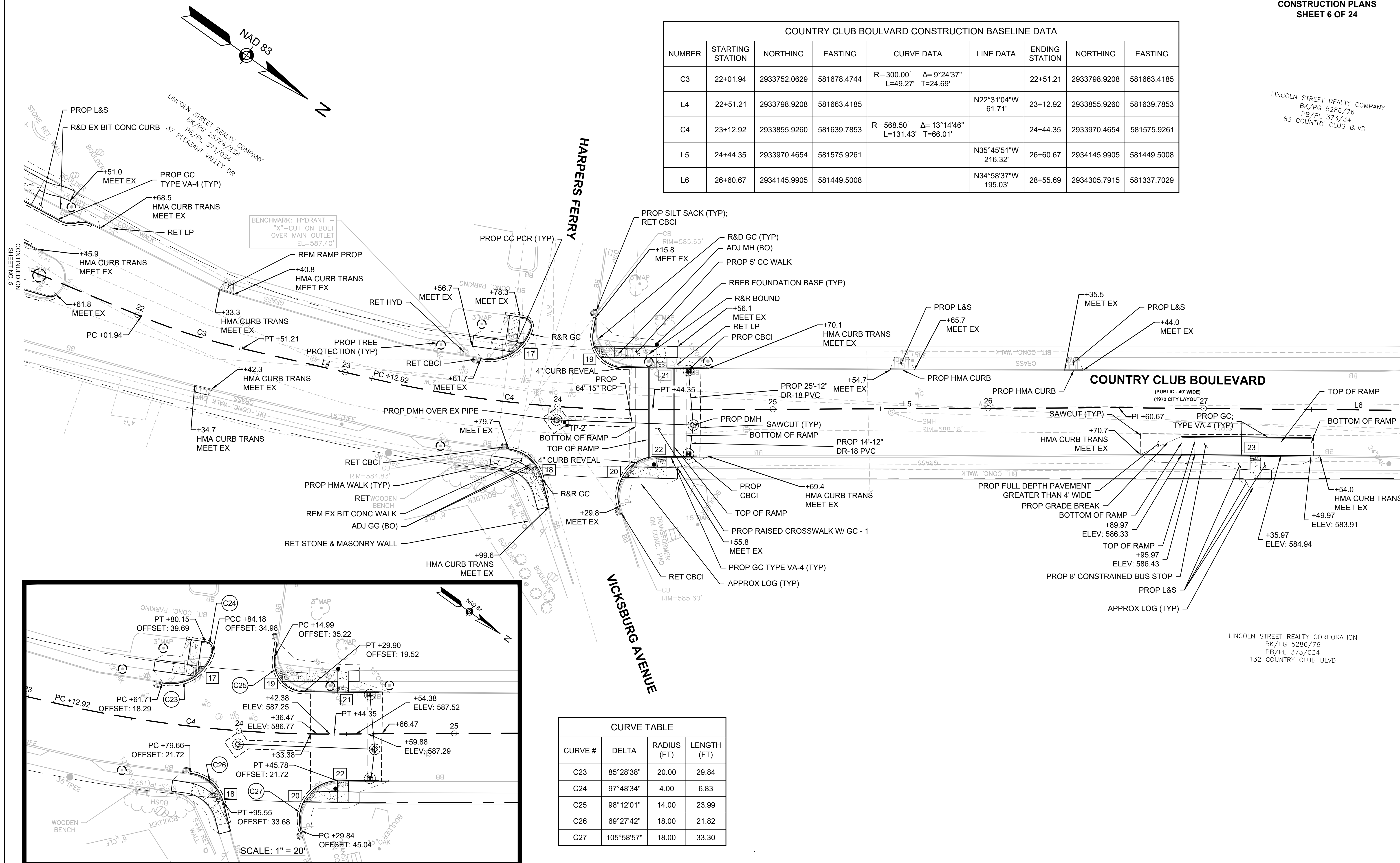
40 COUNTRY CLUB BLVD NOMINEE
BK/PG: 14845/019
PB/PL: 373/034
40 COUNTRY CLUB BLVD

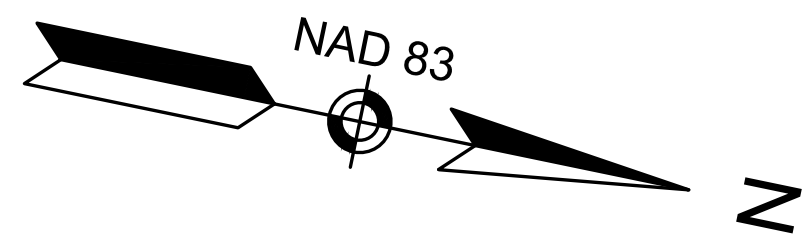
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SHEET NO. 6

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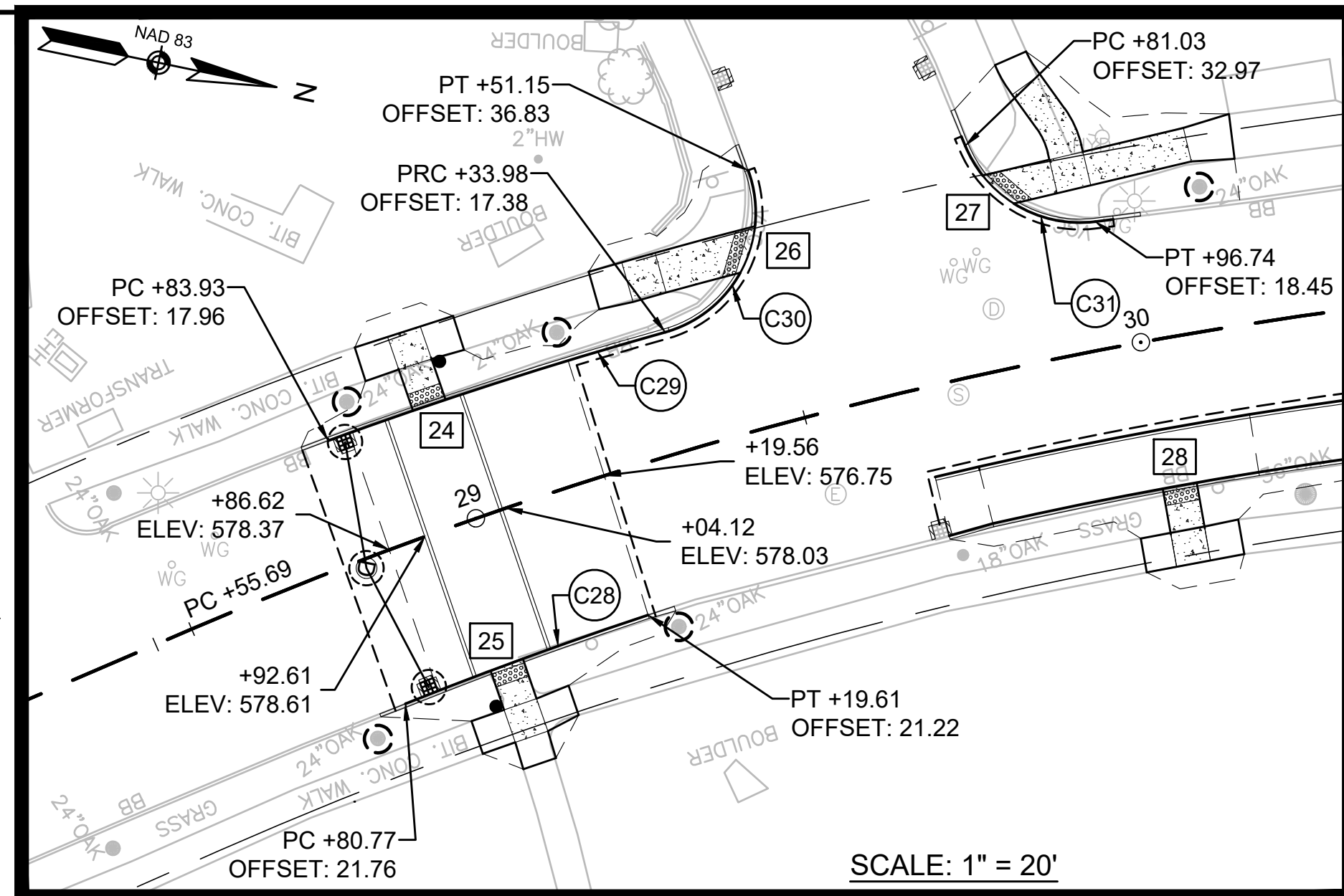
LINCOLN STREET REALTY CORPORATION
BK/PG 5286/76
PB/PL 373/034
132 COUNTRY CLUB BLVD

| CURVE TABLE | | | |
|-------------|------------|-------------|-------------|
| CURVE # | DELTA | RADIUS (FT) | LENGTH (FT) |
| C23 | 85°28'38" | 20.00 | 29.84 |
| C24 | 97°48'34" | 4.00 | 6.83 |
| C25 | 98°12'01" | 14.00 | 23.99 |
| C26 | 69°27'42" | 18.00 | 21.82 |
| C27 | 105°58'57" | 18.00 | 33.30 |

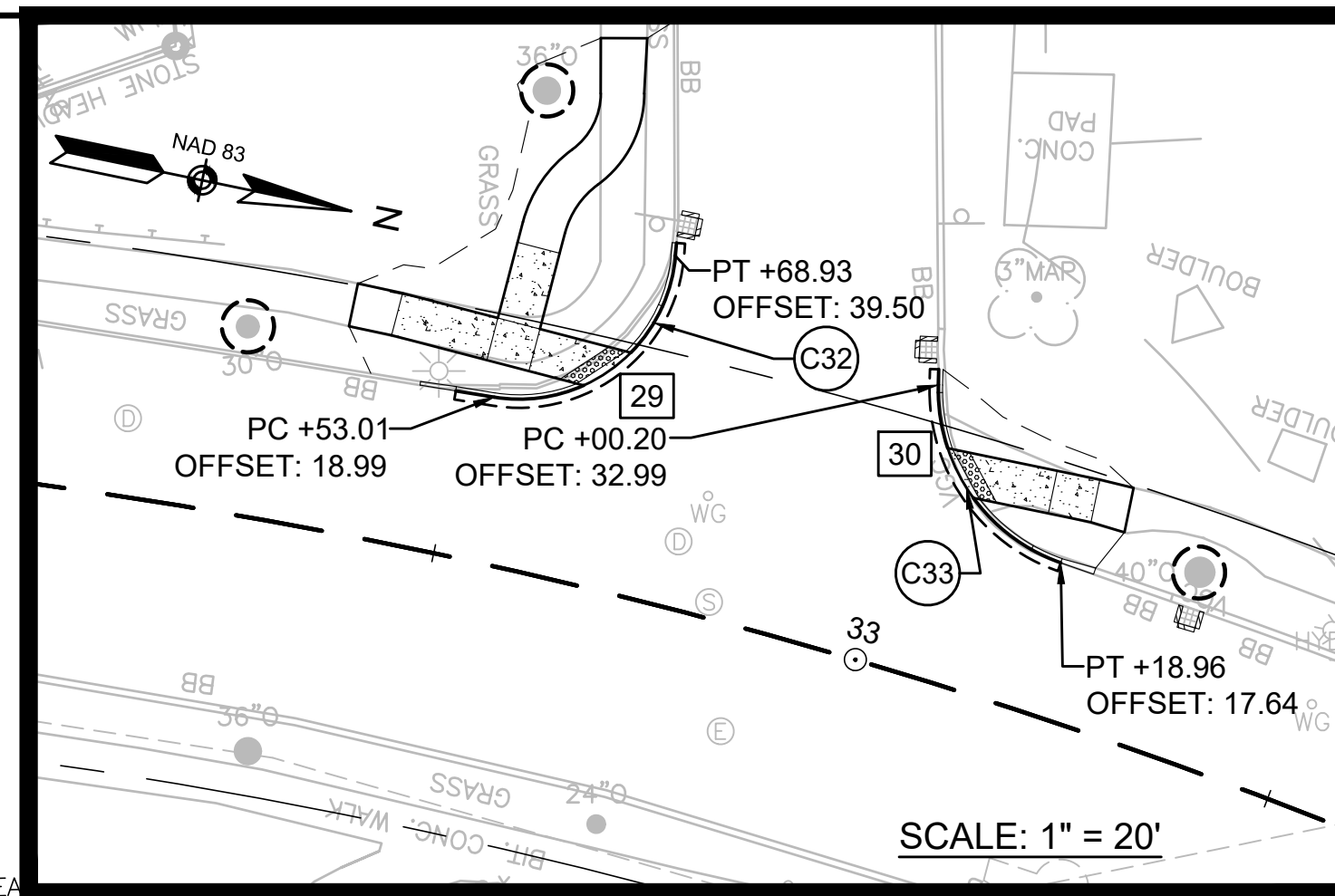




LINCOLN STREET REALTY COMPANY
BK/PG 5286/76
PB/PL 373/34
83 COUNTRY CLUB BLVD.



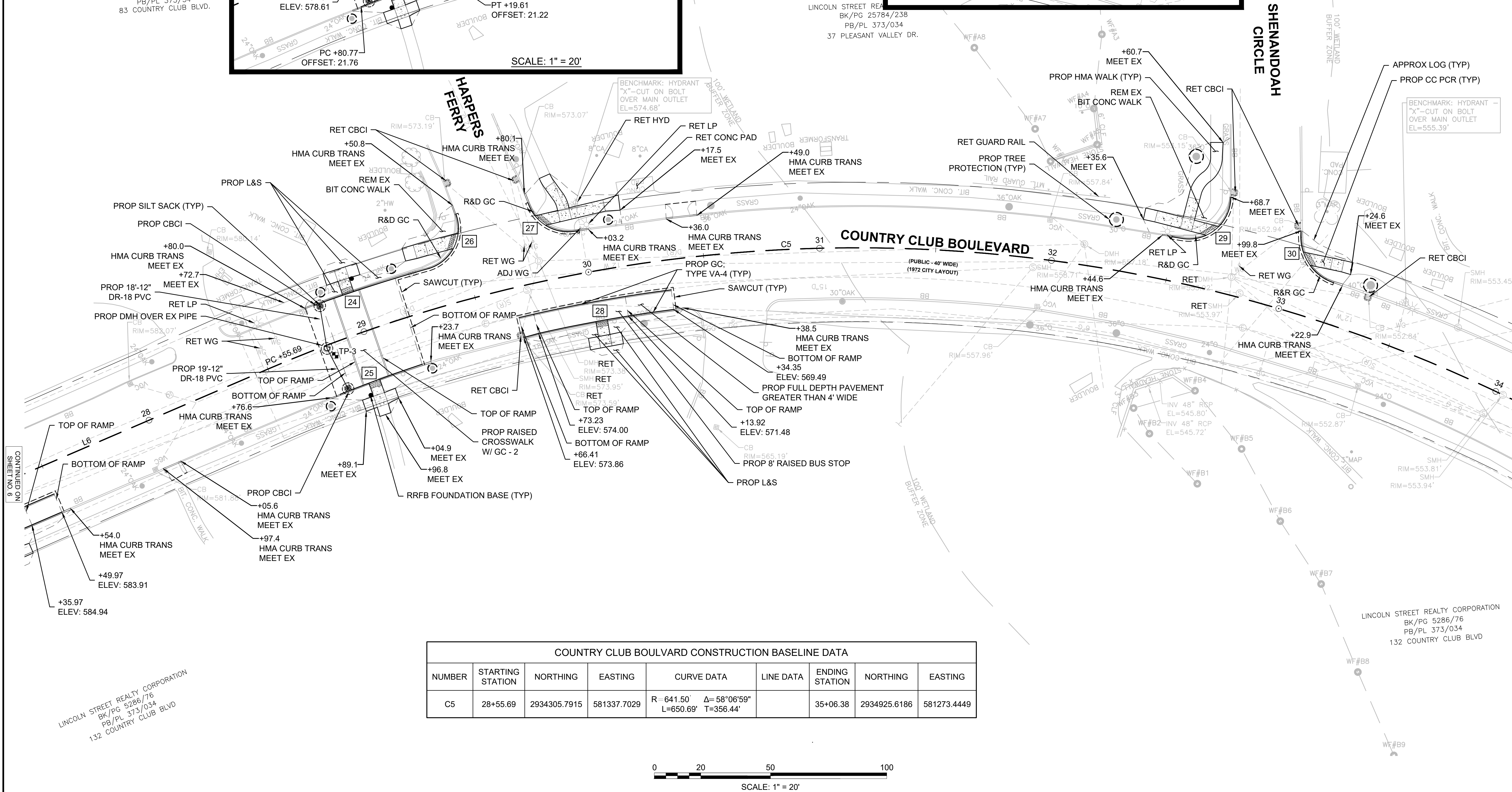
| CURVE TABLE | | | |
|-------------|-----------|-------------|-------------|
| CURVE # | DELTA | RADIUS (FT) | LENGTH (FT) |
| C28 | 3°23'33" | 634.00 | 37.54 |
| C29 | 4°22'20" | 674.00 | 51.43 |
| C30 | 94°26'14" | 18.00 | 29.67 |
| C31 | 74°46'53" | 18.00 | 23.49 |
| C32 | 94°23'39" | 18.00 | 29.65 |
| C33 | 72°26'16" | 21.00 | 26.55 |



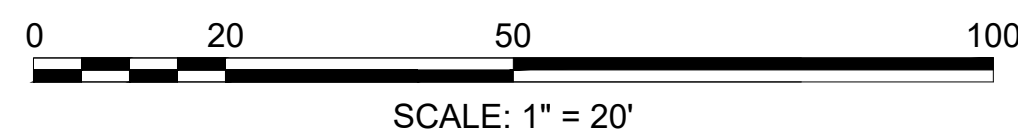
LINCOLN STREET REALTY COMPANY
BK/PG 25784/238
PB/PL 373/034
37 PLEASANT VALLEY DR.

**WORCESTER
COUNTRY CLUB BOULEVARD
CONSTRUCTION PLANS
SHEET 7 OF 24**

LINCOLN STREET REALTY COMPANY
BK/PG 5286/76
PB/PL 373/034
125 COUNTRY CLUB BLVD.

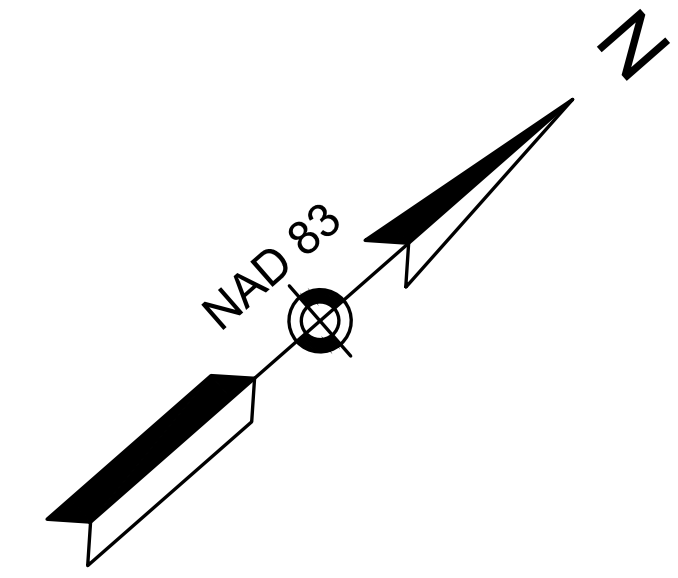


| COUNTRY CLUB BOULEVARD CONSTRUCTION BASELINE DATA | | | | | | | | |
|---|------------------|--------------|-------------|---|-----------|----------------|--------------|-------------|
| NUMBER | STARTING STATION | NORTHING | EASTING | CURVE DATA | LINE DATA | ENDING STATION | NORTHING | EASTING |
| C5 | 28+55.69 | 2934305.7915 | 581337.7029 | R = 641.50' Δ = 58°06'59" L = 650.69' T = 356.44' | | 35+06.38 | 2934925.6186 | 581273.4449 |

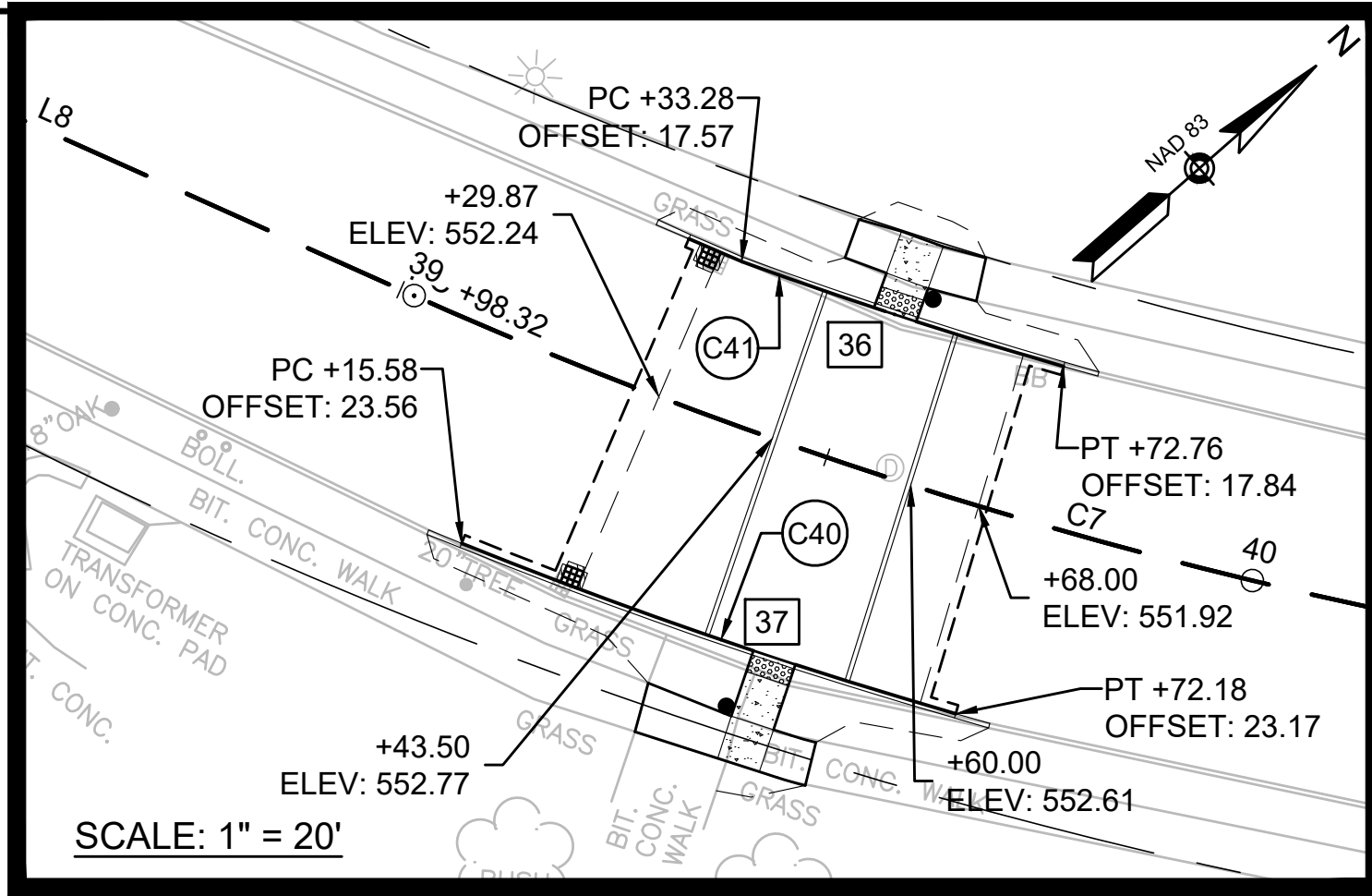
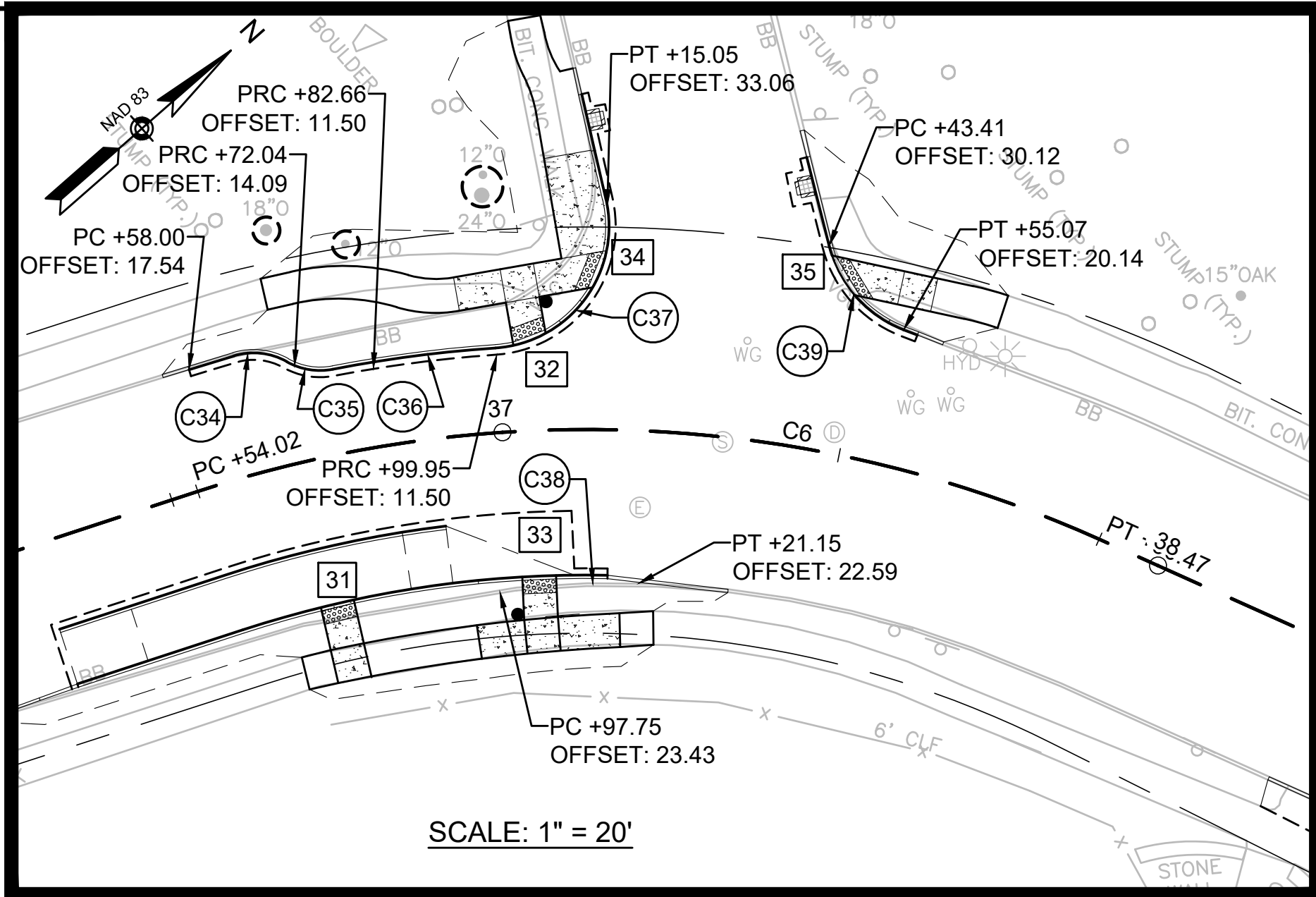


LINCOLN STREET REALTY CORPORATION
BK/PG 5286/76
PB/PL 373/034
132 COUNTRY CLUB BLVD

LINCOLN STREET REALTY CORPORATION
BK/PG 5286/76
PB/PL 373/034
132 COUNTRY CLUB BLVD



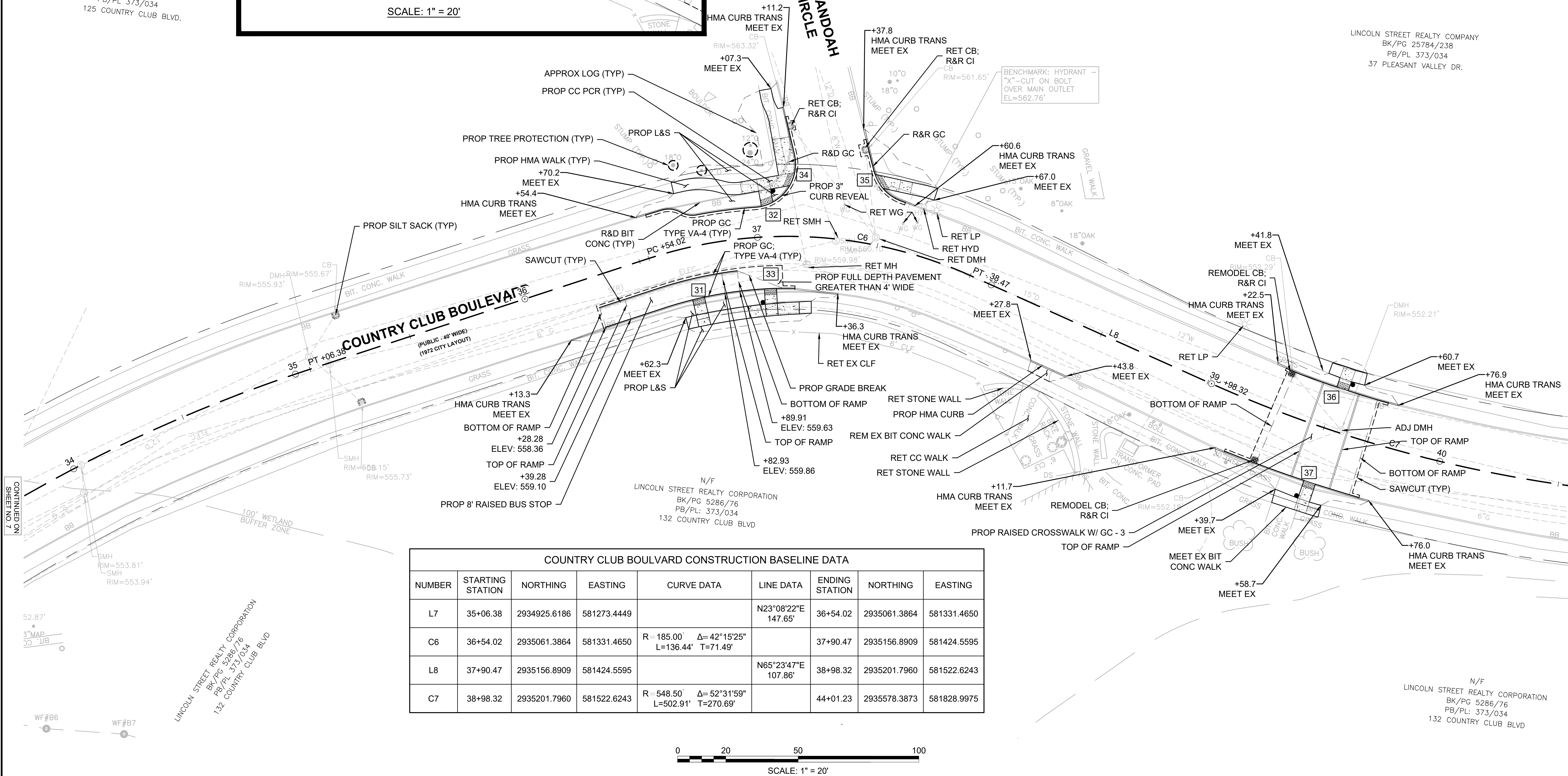
LINCOLN STREET REALTY COMPANY
BK/PG 5286/76
PB/PL 373/034
125 COUNTRY CLUB BLVD.



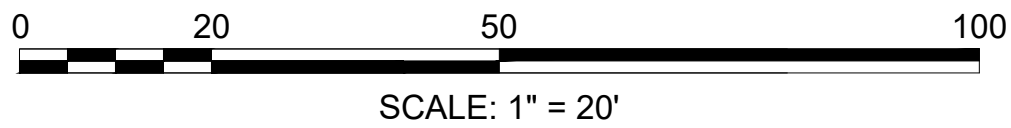
| CURVE TABLE | | | |
|-------------|-----------|-------------|-------------|
| CURVE # | DELTA | RADIUS (FT) | LENGTH (FT) |
| C34 | 46°22'55" | 10.00 | 8.10 |
| C35 | 40°18'53" | 10.00 | 7.04 |
| C36 | 7°02'04" | 197.50 | 24.25 |
| C37 | 99°02'00" | 18.00 | 31.11 |
| C38 | 7°15'02" | 162.00 | 20.50 |
| C39 | 54°49'39" | 18.00 | 17.22 |
| C40 | 5°48'26" | 582.00 | 58.99 |
| C41 | 4°02'45" | 541.00 | 38.20 |

WORCESTER
COUNTRY CLUB BOULEVARD
CONSTRUCTION PLANS
SHEET 8 OF 24

LINCOLN STREET REALTY COMPANY
BK/PG 25784/238
PB/PL 373/034
37 PLEASANT VALLEY DR.



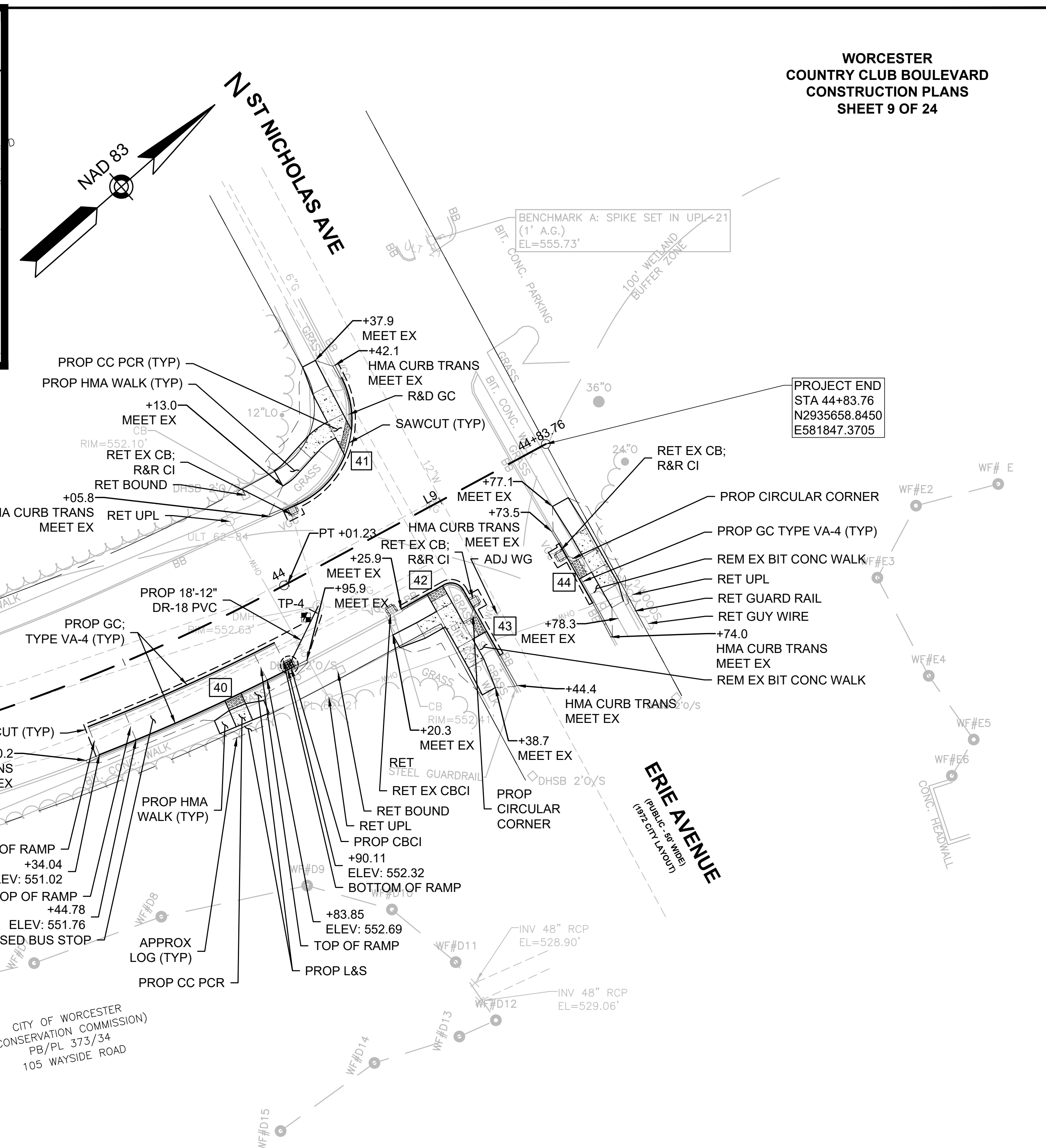
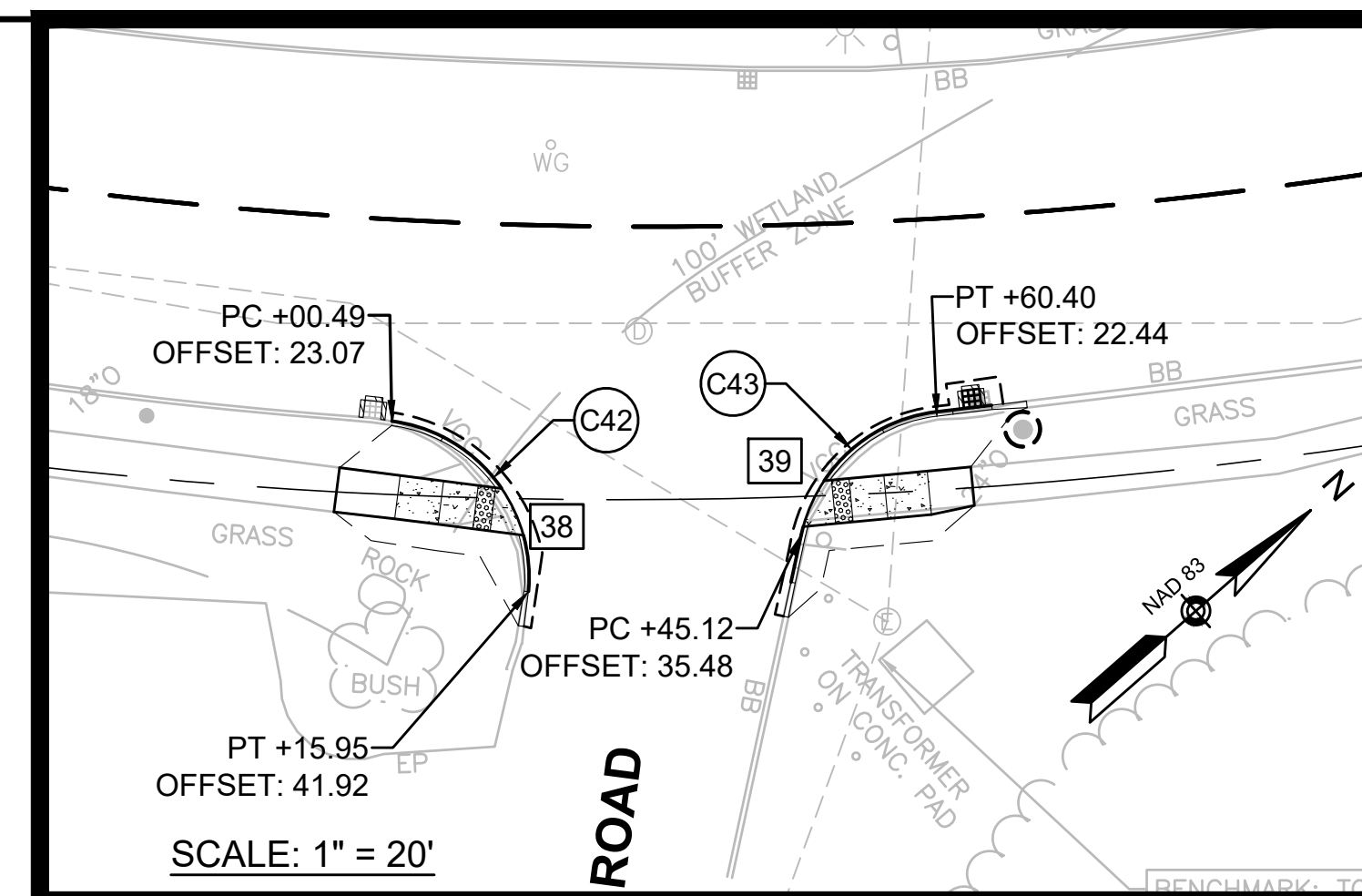
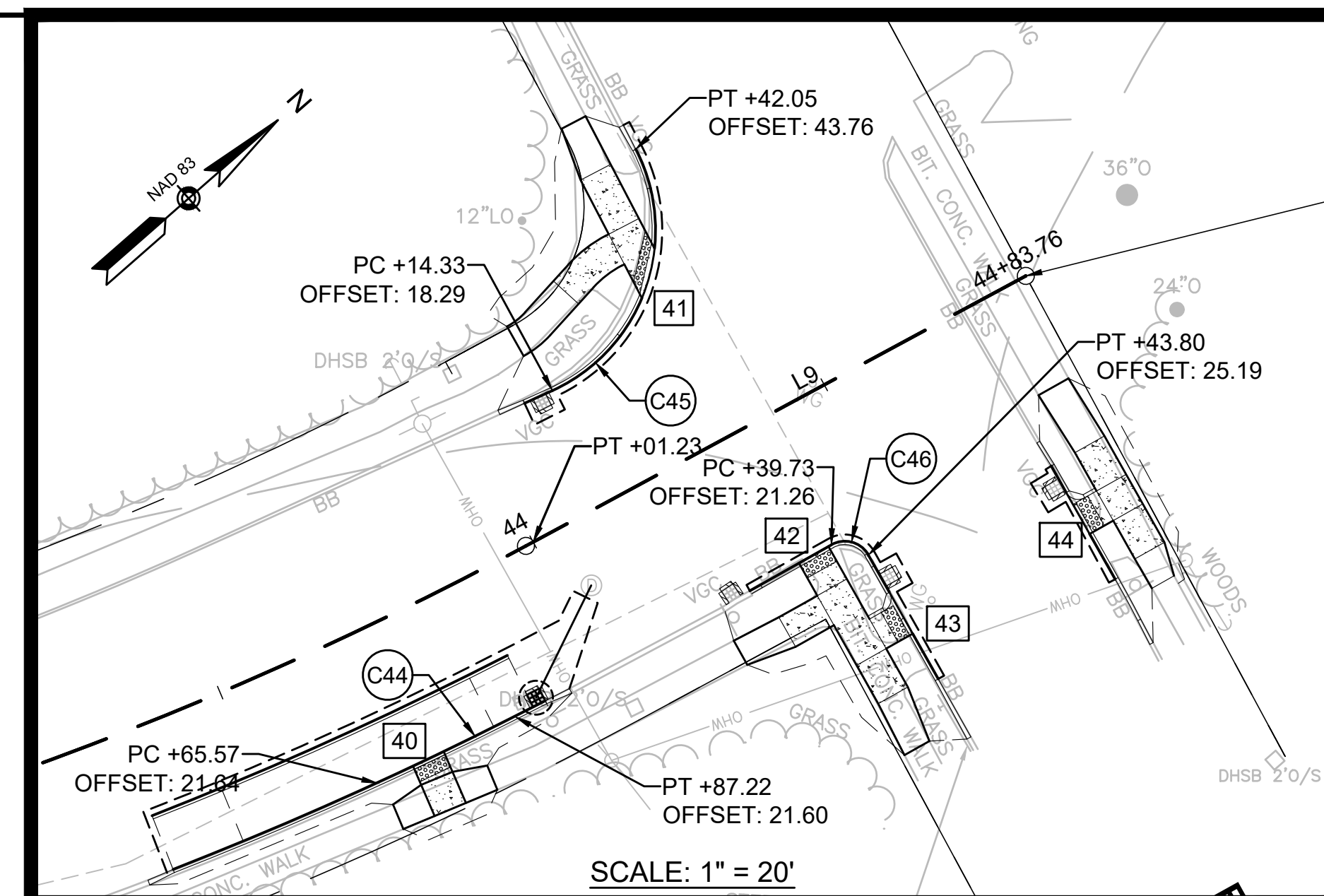
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|---|------------------|--------------|-------------|--|------------------------|----------------|--------------|-------------|
| NUMBER | STARTING STATION | NORTHING | EASTING | CURVE DATA | LINE DATA | ENDING STATION | NORTHING | EASTING |
| L7 | 35+06.38 | 2934925.6186 | 581273.4449 | | N23°08'22"E 147.65' | 36+54.02 | 2935061.3864 | 581331.4650 |
| C6 | 36+54.02 | 2935061.3864 | 581331.4650 | R=185.00' Δ=42°15'25" L=136.44' T=71.49' | | 37+90.47 | 2935156.8909 | 581424.5595 |
| L8 | 37+90.47 | 2935156.8909 | 581424.5595 | | N65°23'47"E 107.86' | 38+98.32 | 2935201.7960 | 581522.6243 |
| C7 | 38+98.32 | 2935201.7960 | 581522.6243 | R=548.50' Δ=52°31'59" L=502.91' T=270.69' | | 44+01.23 | 2935578.3873 | 581828.9975 |



CONTINUED ON
SHEET NO. 9

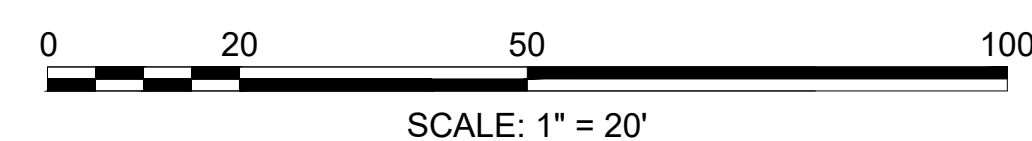
CONTINUED ON
SHEET NO. 7

**WORCESTER
COUNTRY CLUB BOULEVARD
CONSTRUCTION PLANS
SHEET 9 OF 24**



| COUNTRY CLUB BOULEVARD CONSTRUCTION BASELINE DATA | | | | | | | | |
|---|------------------|--------------|-------------|------------|-----------------------|----------------|--------------|-------------|
| NUMBER | STARTING STATION | NORTHING | EASTING | CURVE DATA | LINE DATA | ENDING STATION | NORTHING | EASTING |
| L9 | 44+01.23 | 2935578.3873 | 581828.9975 | | N12°51'48"E 82.53' | 44+83.76 | 2935658.8450 | 581847.3705 |

| CURVE TABLE | | | |
|-------------|-----------|-------------|------------|
| CURVE # | DELTA | RADIUS (FT) | LENGT (FT) |
| C42 | 87°49'07" | 18.00 | 27.59 |
| C43 | 70°56'40" | 18.00 | 22.29 |
| C45 | 92°45'08" | 26.00 | 42.09 |
| C46 | 90°00'00" | 4.00 | 6.28 |



LINCOLN STREET REALTY COMPANY
BK/PG 25784/238
PB/PL 373/034
37 PLEASANT VALLEY DR.

BENCHMARK: HYDRANT -
"X"-CUT ON BOLT
OVER MAIN OUTLET
EL=582.22'

COUNTRY CLUB PLAZA ASSOC, LLC
490 LINCOLN STREET
BK/PG: 40930-26
PB/PL: 477-002

COUNTRY CLUB PLAZA ASSOC, LLC
490 LINCOLN STREET
BK/PG: 40930/26
PB/PL: 477/002

BENCHMARK: HYDRANT –
"X"–CUT ON BOLT
OVER MAIN OUTLET
EL=573.57'

PROJECT BEGIN
STA 19+00
N2933457.9917
E581746.9476

COUNTRY CLUB BLVD NOMINEE
BK/PG: 14845/019
PB/PL 373/034
40 COUNTRY CLUB BLVD

VICKSBURG
AVENUE

COUNTRY CLUB BOULEVARD
(PUBLIC - 40' WIDE)
(1972 CITY LAYOUT)

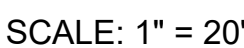
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PB/PL 373/036
500 LINCOLN STREET

CONTINUED ON
SHEET NO. 11

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T1581_HD6(TSPM).DWG Plotted on 9-Jul-2025 1:51 PM

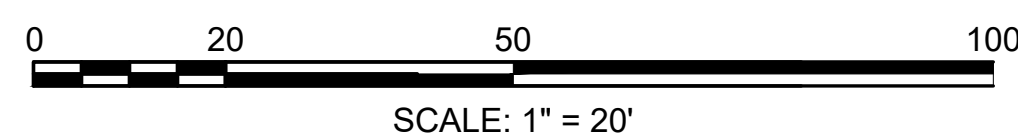
LINCOLN STREET REALTY CORPORATION
BK/PG 5286/76
PB/PL 373/034
132 COUNTRY CLUB BLVD



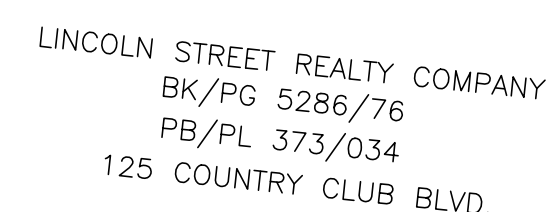
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LINCOLN STREET REALTY COMPANY
BK/PG 5286/76
PB/PL 373/34
83 COUNTRY CLUB BLVD.

LINCOLN STREET REALTY CORPORATION
BK/PG 5286/76
PB/PL 373/034
132 COUNTRY CLUB BLVD



T1581 HD6(TSPM).DWG Plotted on 9-Jul-2025 1:51 PM

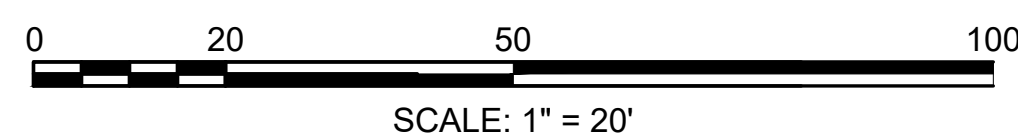


N/F
LINCOLN STREET REALTY CORPORATION
BK/PG 5286/76
PB/PL: 373/034
132 COUNTRY CLUB BLVD











CONTINUED ON
SHEET NO. 14

CITY OF WORCESTER
(CONSERVATION COMMISSION)
PB/PL 373/34
1 COUNTRY CLUB BOULEVARD



NOTES:

1.
- SEE 2023 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS FOR TEXT AND LEGEND DIMENSIONS.
2.
- SEE MASSDOT STANDARD SIGN BOOK FOR TEXT AND LEGEND DIMENSIONS.
3.
- THE MINIMUM MOUNTING HEIGHT OF POST-MOUNTED SIGNS, MEASURED VERTICALLY FROM THE BOTTOM OF THE SIGN TO THE TOP OF CURB OR SIDEWALK, OR THE ELEVATION OF THE NEAR EDGE OF TRAVEL WAY, SHALL BE 7 FEET UNLESS OTHERWISE SPECIFIED.
4.
- A MINIMUM OF 4'-0" PATH OF TRAVEL CLEARANCE, EXCLUDING CURB, IS REQUIRED WHEN PLACING SIGNS.

| TRAFFIC SIGN SUMMARY | | | | | | | | | | | | | |
|--------------------------|-------------------|--------|---|----------------------|---------------------|--------------------|--------------------------------|-----------------------|--------|--------|--|----------------------|--------------------|
| IDENTIFICATION NUMBER | SIZE OF SIGN (in) | | | TEXT DIMENSIONS (in) | | | NUMBER OF SIGNS REQUIRED | COLOR | | | SIZE AND NUMBER OF POSTS REQUIRED | UNIT AREA (SF) | TOTAL AREA (SF) |
| | WIDTH | HEIGHT | LEGEND | LETTER HEIGHT | VERTICAL SPACING | ARROW RTE. MKR | | BACK- GROUND | LEGEND | BORDER | | | |
| R1-1 | 30 | 30 |  | ① | | | 2 | RED | WHITE | WHITE | P5 (2) | 6.25 | 12.50 |
| R3-17 | 24 | 18 |  | | | | 1 | WHITE | BLACK | BLACK | P5 (1) | 3.00 | 3.00 |
| R3-17bP | 24 | 9 |  | | | | 1 | WHITE | BLACK | BLACK | W/ R3-17 (1) | 1.50 | 1.50 |
| R4-7 | 24 | 30 |  | ↓ | | | 1 | WHITE | BLACK | BLACK | P5 (1) | 5.00 | 5.00 |
| SP-1 | 12 | 18 |  | 1.75 C | 1 | 6-7 4.5 x 7.875 | 8 | WHITE | BLACK | BLACK | P5 (8) | 1.50 | 12.00 |
| W4-2R | 36 | 36 |  | ① | | | 1 | YELLOW | BLACK | BLACK | P5 (1) | 9.00 | 9.00 |
| W16-9P | 24 | 12 |  | | | | 6 | FLUORESCENT YELLOW | BLACK | BLACK | W/ W17-1 (6) | 2.00 | 12.00 |
| W17-1 | 30 | 30 |  | ↓ | | | 12 | FLUORESCENT YELLOW | BLACK | BLACK | P5 (12) | 6.25 | 75.00 |

TEMPORARY TRAFFIC CONTROL NOTES:

- ALL TEMPORARY TRAFFIC CONTROL WORK SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND ALL REVISIONS, UNLESS SUPERCEDED BY THESE PLANS.
- ALL SIGN LEGENDS, BORDERS, AND MOUNTING SHALL BE IN ACCORDANCE WITH THE MUTCD.
- TEMPORARY CONSTRUCTION SIGNING AND ALL OTHER TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF ANY WORK.
- TEMPORARY CONSTRUCTION SIGNING, BARRICADES, AND ALL OTHER NECESSARY WORK ZONE TRAFFIC CONTROL DEVICES SHALL BE REMOVED FROM THE HIGHWAY OR COVERED WHEN THEY ARE NOT REQUIRED FOR CONTROL OF TRAFFIC.
- SIGNS AND SIGN SUPPORTS LOCATED ON OR NEAR THE TRAVELED WAY, CHANNELIZING DEVICES, BARRIERS, AND CRASH ATTENUATORS MUST PASS THE CRITERIA SET FORTH IN THE "MANUAL FOR ASSESSING SAFETY HARDWARE" (MASH).
- CONTRACTORS SHALL NOTIFY EACH ABUTTER AT LEAST 24 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE THE TEMPORARY CLOSURE OF ACCESS, SUCH AS CONDUIT INSTALLATION, EXISTING PAVEMENT EXCAVATION, TEMPORARY DRIVEWAY PAVEMENT PLACEMENT, AND SIMILAR OPERATIONS.
- THE FIRST TEN PLASTIC DRUMS OF A TAPER SHALL BE MOUNTED WITH SEQUENTIAL FLASHING LIGHTS.
- THE ADVISORY SPEED LIMIT, IF REQUIRED, SHALL BE DETERMINED BY THE ENGINEER.
- DISTANCES ARE A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
- MAXIMUM SPACING OF TRAFFIC DEVICES IN A TAPER (DRUMS OR CONES) IS EQUAL IN FEET TO THE SPEED LIMIT IN MPH.
- MINIMUM LANE WIDTH IS TO BE 11 FEET UNLESS OTHERWISE SHOWN. MINIMUM LANE WIDTH TO BE MEASURED FROM THE EDGE OF DRUMS OR MEDIAN BARRIER.
- ALL SIGNS SHALL BE MOUNTED ON THEIR OWN STANDARD SIGN SUPPORTS.

LEGEND:

- REFLECTORIZED PLASTIC DRUM OR 36" CONE

P/F POLICE/FLAGGER DETAIL

▨

 TYPE III BARRICADE

□

 CHANGEABLE MESSAGE SIGN

→

 ARROW BOARD

▨

 WORK ZONE

→

 DIRECTION OF TRAFFIC

⊙

 IMPACT ATTENUATOR

□

 MEDIAN BARRIER

⊙

 MEDIAN BARRIER WITH WARNING LIGHTS

🚚

 WORK VEHICLE

🚚

 TRUCK MOUNTED ATTENUATOR

🚚

 TRAFFIC OR PEDESTRIAN SIGNAL

●

 SIGN

SUGGESTED WORK ZONE WARNING SIGN SPACING

| ROAD TYPE | DISTANCE BETWEEN SIGNS ** | | |
|-------------------------------|---------------------------|-------|-------|
| | A | B | C |
| LOCAL OR LOW VOLUME ROADWAYS* | 350 | 350 | 350 |
| MOST OTHER ROADWAYS* | 500 | 500 | 500 |
| FREEWAYS AND EXPRESSWAYS* | 1,000 | 1,500 | 2,640 |

* ROAD TYPE TO BE DETERMINED BY MASSDOT OFFICE OF TRANSPORTATION PLANNING.

** DISTANCES ARE SHOWN IN FEET. THE COLUMN HEADINGS A, B, AND C ARE THE DIMENSIONS SHOWN IN THE DETAIL/TYPICAL SETUP FIGURES. THE A DIMENSION IS THE DISTANCE FROM THE TRANSITION OR POINT OF RESTRICTION TO THE FIRST SIGN. THE B DIMENSION IS THE DISTANCE BETWEEN THE FIRST AND SECOND SIGNS. THE C DIMENSION IS THE DISTANCE BETWEEN THE SECOND AND THIRD SIGNS. (THE "THIRD" SIGN IS THE FIRST ONE TYPICALLY ENCOUNTERED BY A DRIVER APPROACHING A TEMPORARY TRAFFIC CONTROL (TTC) ZONE.)

THE "THIRD" SIGN ABOVE IS TYPICALLY REFERRED TO AS AN "ADVANCE WARNING" SIGN ON THE TTCP SETUPS. THESE ADVANCE WARNING SIGNS ARE LOCATED PRIOR TO THE PROJECT LIMITS ON ALL APPROACHES (i.e. THE W20-1 SERIES (ROAD WORK XX FT) SIGNS), AND USUALLY REMAIN FOR THE DURATION OF THE PROJECT. ADDITIONAL SIGNS (i.e. "RIGHT LANE CLOSED 1 MILE" AND "LEFT LANE CLOSED 1 MILE") HAVE BEEN SHOWN IN SOME FIGURES AS EXAMPLES OF REINFORCEMENT SIGN PLACEMENT BUT ARE USED IN RARE OCCASIONS.

THE FIRST AND SECOND WARNING SIGNS ABOVE ARE REFERRED TO AS THE OPERATIONAL (DAY-TO-DAY) WORK ZONE SIGNS AND MAY BE MOVED DEPENDING ON WHERE THE SPECIFIC ROADWAY WORK FOR THAT DAY IS LOCATED.

MA-R2-10a SIGNS SHALL BE PLACED BETWEEN THE SECOND AND THIRD SIGNS AS DESCRIBED ABOVE.

MA-R2-10a, MA-R2-10e, AND W20-1 SERIES SIGNS ARE TO BE INCLUDED ON ALL DETAILS/TYPICAL SETUPS.

TAPER LENGTH CRITERIA FOR TEMPORARY TRAFFIC CONTROL ZONES

| TYPE OF TAPER | TAPER LENGTH (L) |
|---------------------------------|---------------------------------|
| MERGING TAPER | AT LEAST L |
| SHIFTING TAPER | AT LEAST 0.5L |
| SHOULDER TAPER | AT LEAST 0.33L |
| ONE-LANE, TWO-WAY TRAFFIC TAPER | 50 FT MIN. 100 FT MAX. |
| DOWNSTREAM TAPER | 50 FT MIN. 100 FT MAX. PER LANE |

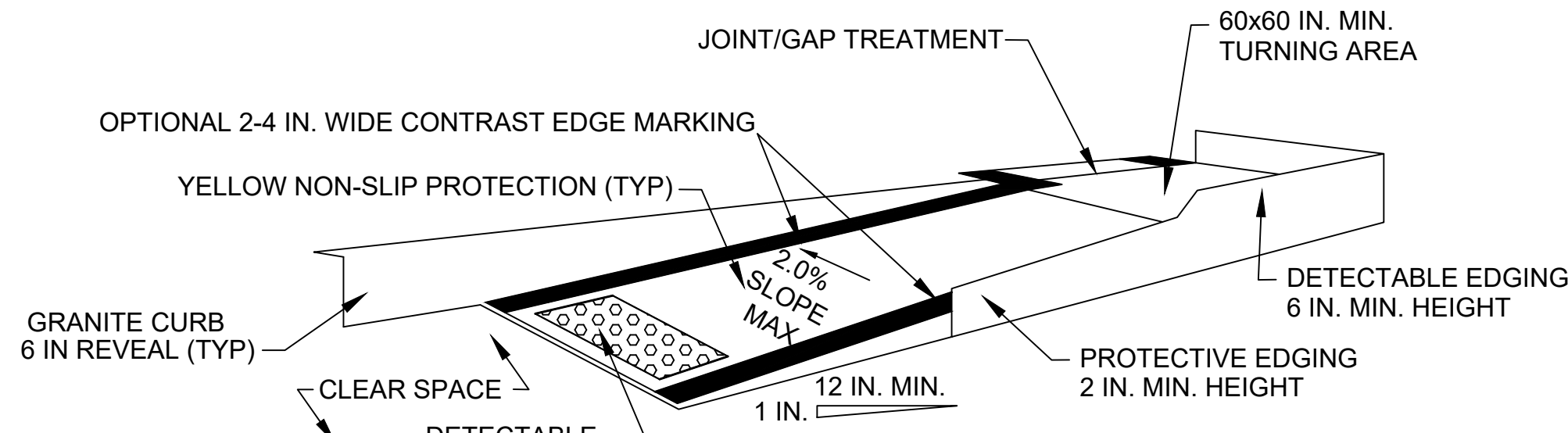
FORMULAS FOR DETERMINING TAPER LENGTHS

| SPEED LIMIT (S) | TAPER LENGTH (L) FEET |
|-----------------|-----------------------|
| 40 MPH OR LESS | $L = \frac{WS^2}{60}$ |
| 45 MPH OR MORE | $L = WS$ |

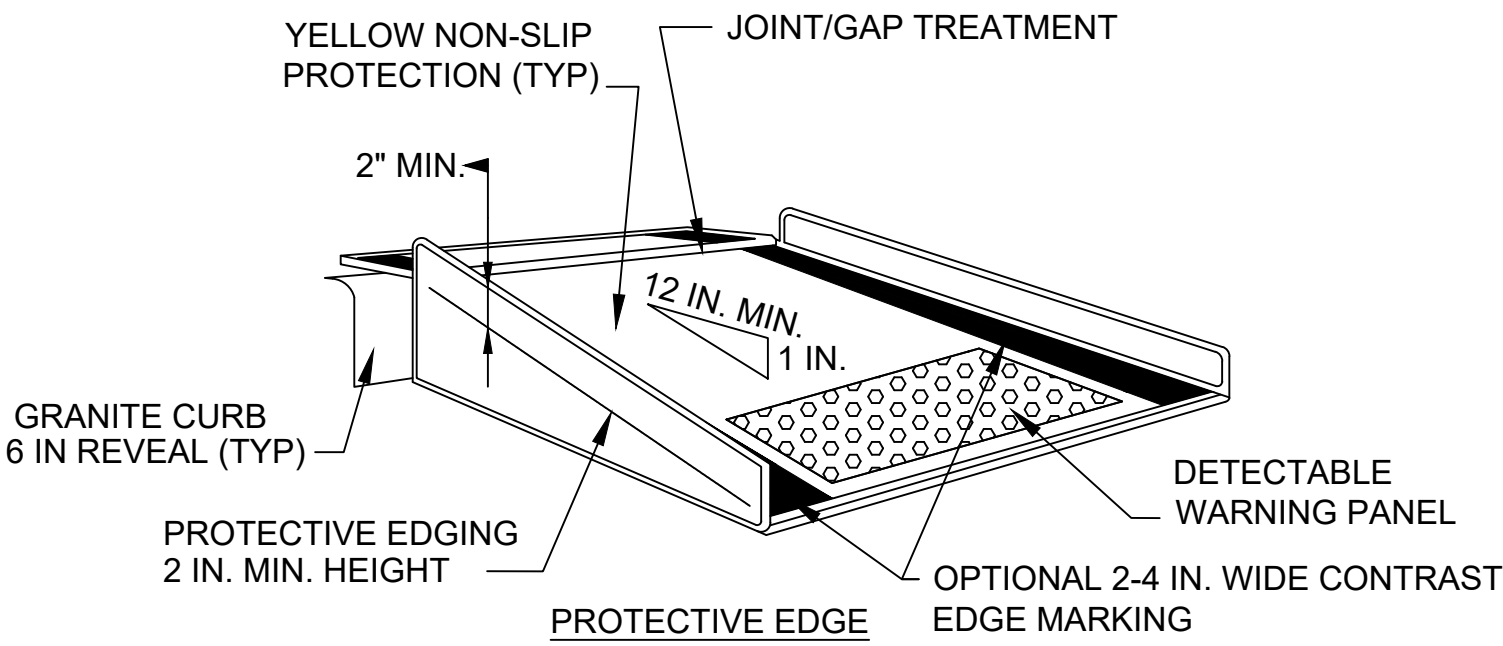
WHERE: L = TAPER LENGTH IN FEET

W = WIDTH OF OFFSET IN FEET

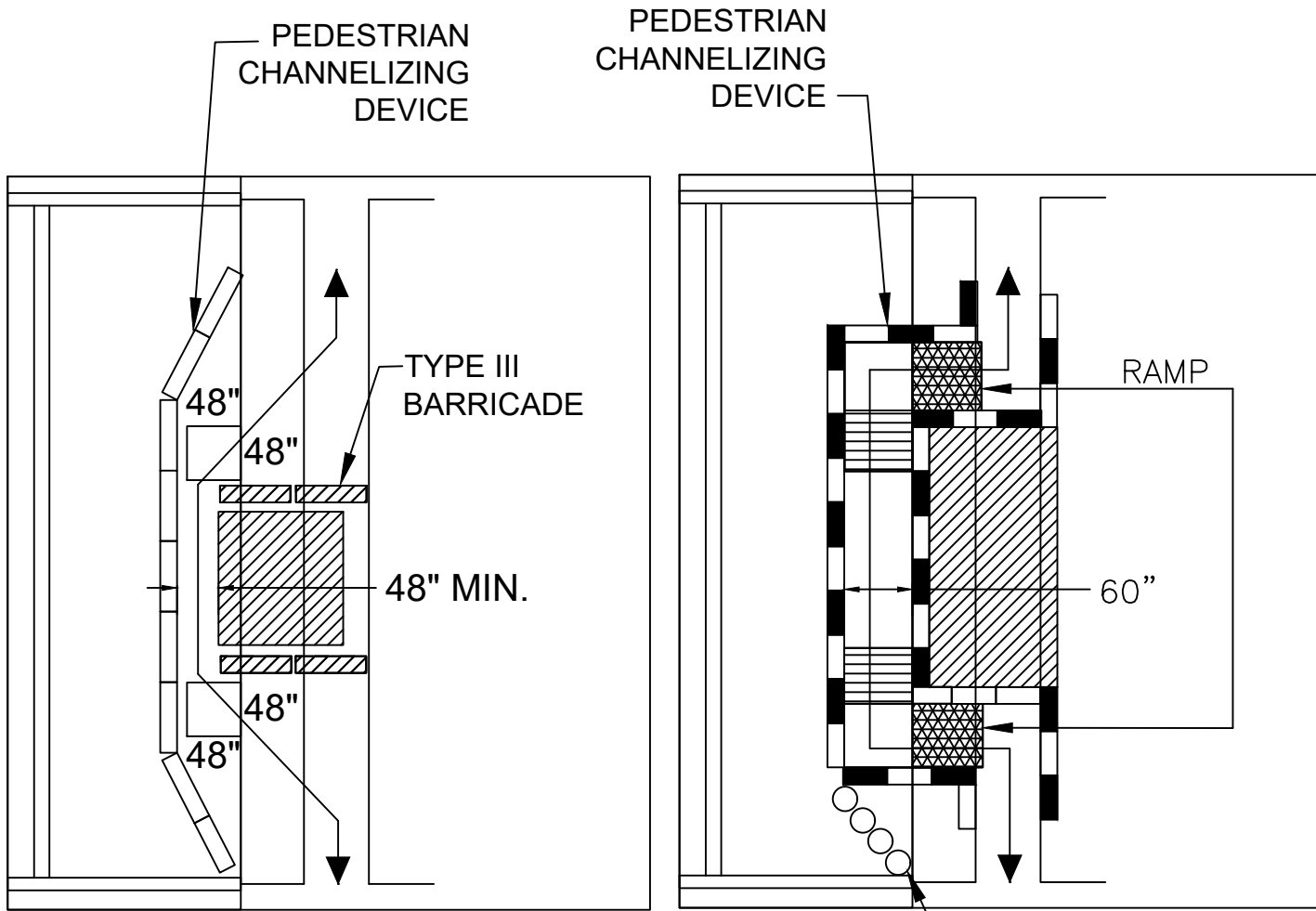
S = POSTED SPEED LIMIT, OR OFF-PEAK 85TH-PERCENTILE SPEED PRIOR TO WORK STARTING, OR THE ANTICIPATED OPERATING SPEED IN MPH



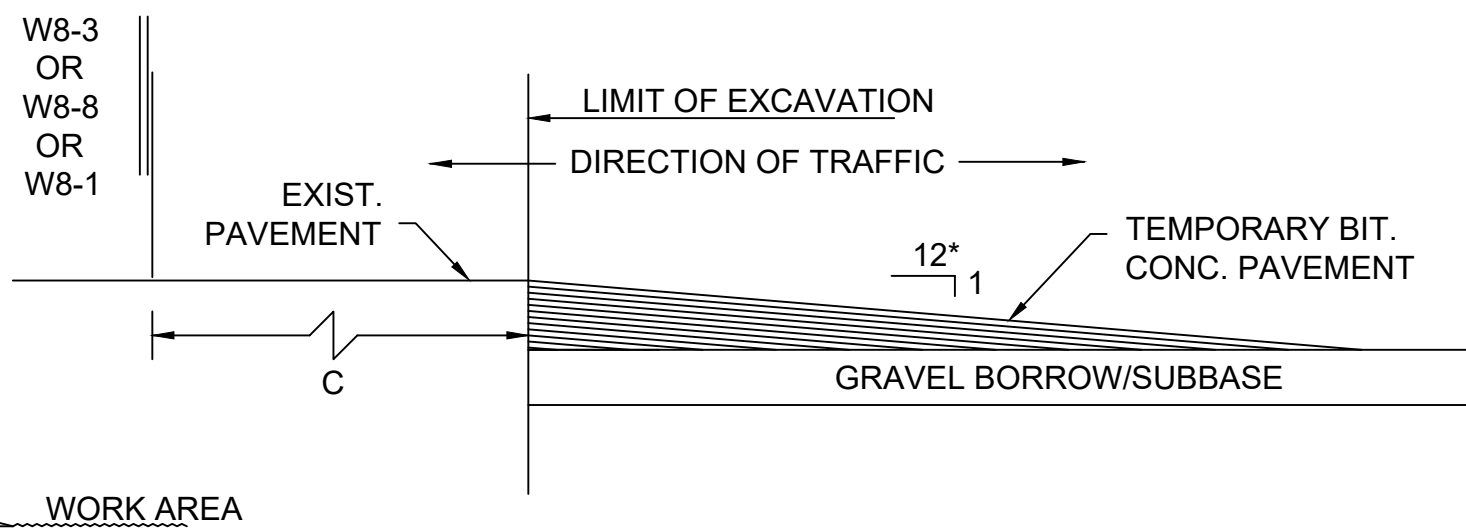
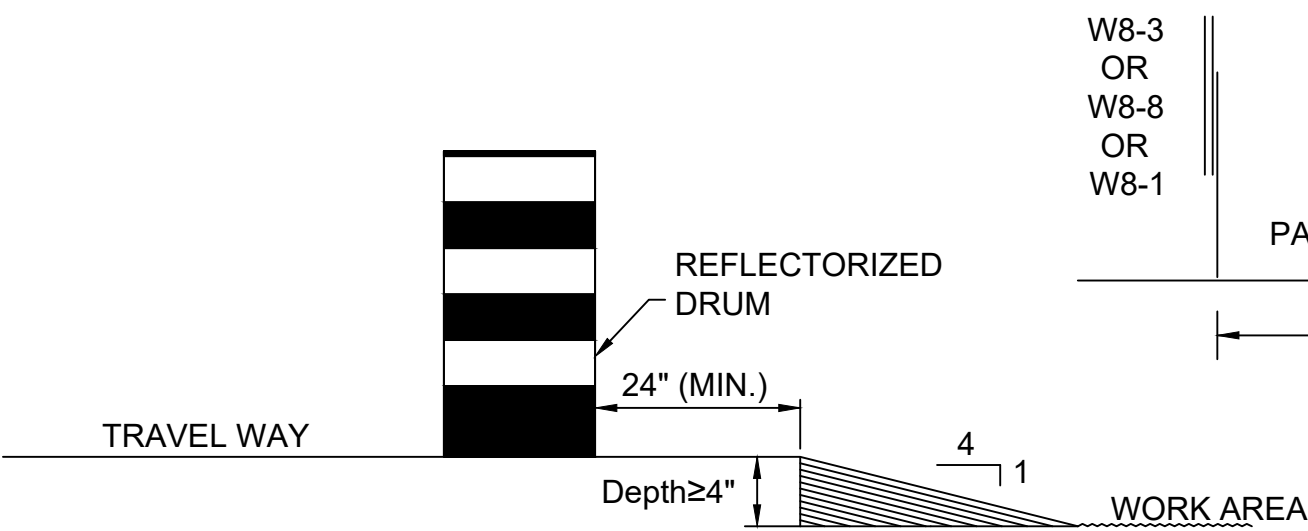
TEMPORARY CURB RAMP PARALLEL TO CURB



TEMPORARY CURB RAMP-PERPENDICULAR TO CURB

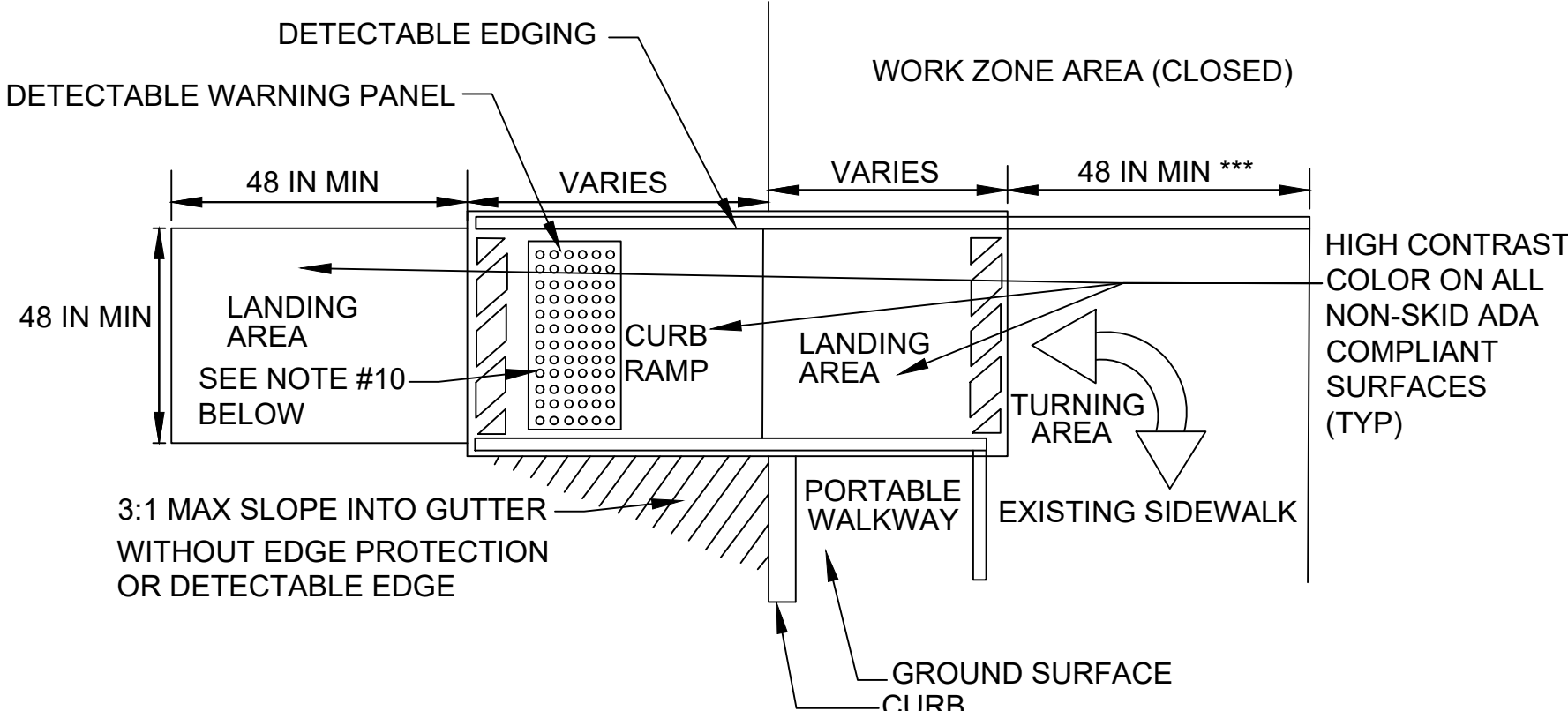


PEDESTRIAN BYPASS



* - INCREASE SLOPE RATIO FOR HIGHER SPEEDS

TYPICAL PEDESTRIAN DEVICES:



TEMPORARY CURB RAMP-TYPE 2

* -LANDING AREA USED TO OVERLAP NON-ADA COMPLIANT SURFACES.

** -DETECTABLE EDGE REMOVED IF A CONTINUOUS SIDEWALK.

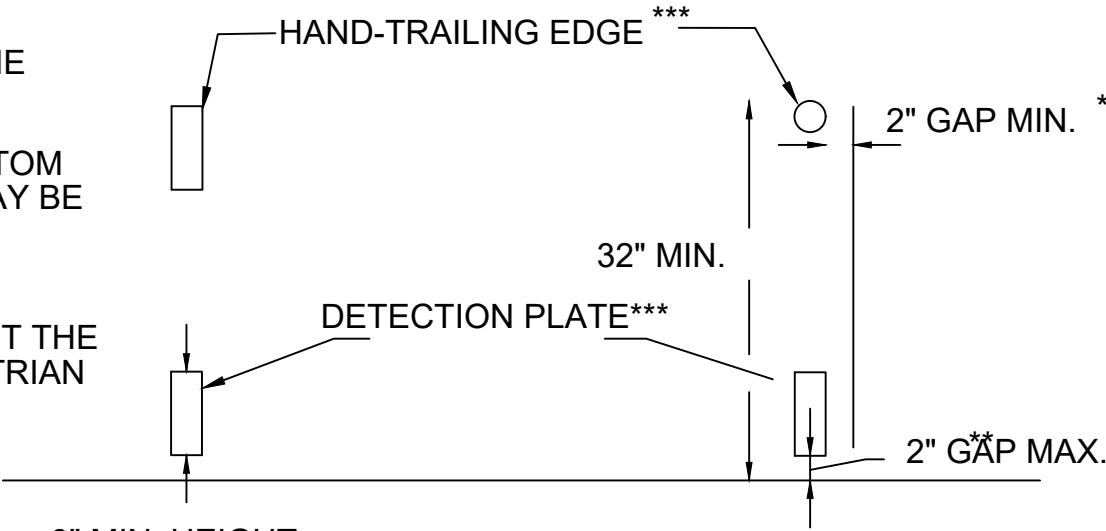
*** -60 IN. IF AN OBSTRUCTION IS AT BACK OF SIDEWALK

NOTES:

* THERE SHALL BE A 2 INCH GAP BETWEEN THE HAND-TRAILING EDGE AND ITS SUPPORT.

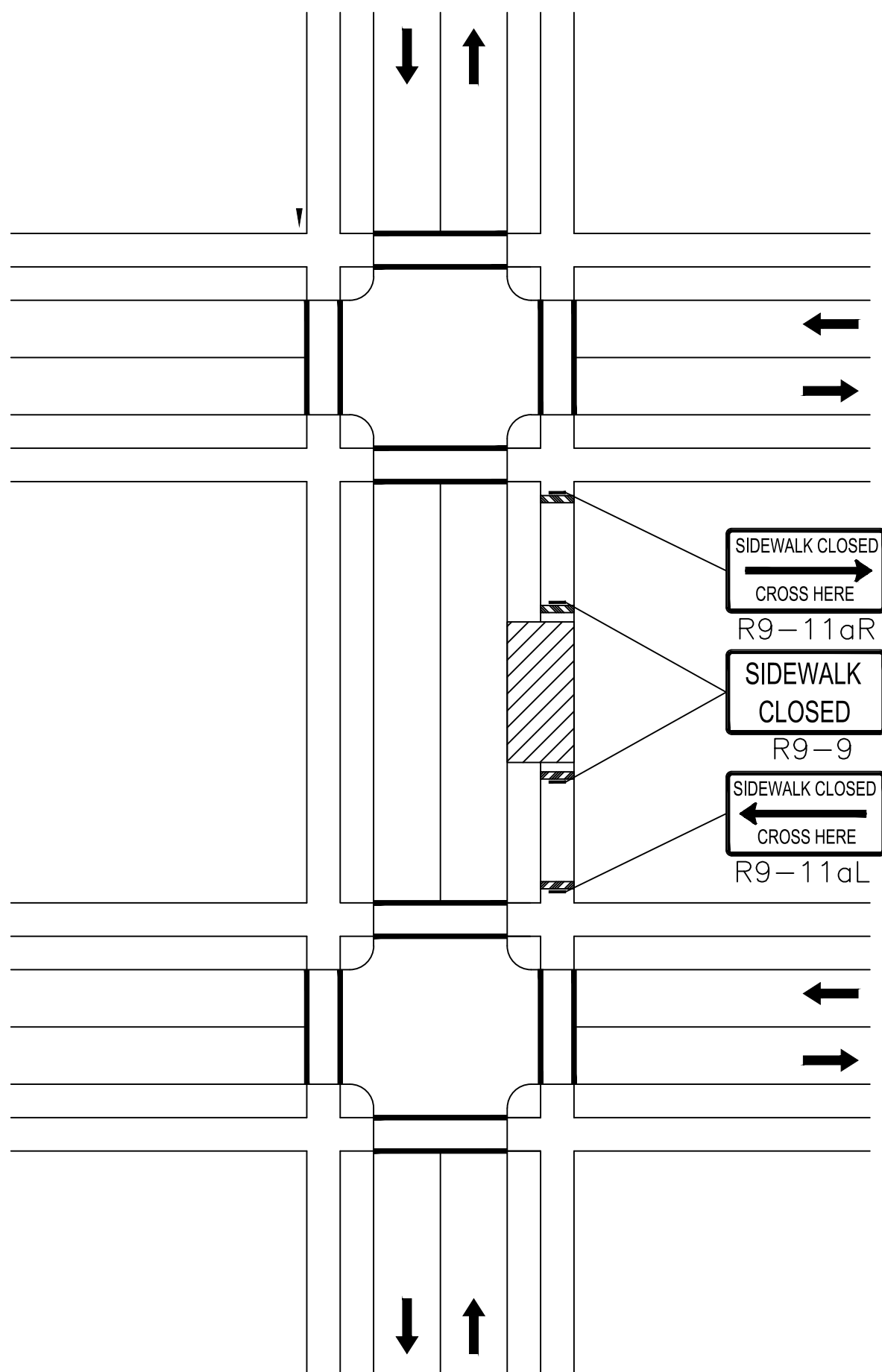
** A MAXIMUM 2 INCH GAP BETWEEN THE BOTTOM OF THE BOTTOM RAIL AND THE SURFACE MAY BE USED TO PROVIDE DRAINAGE.

*** THE HAND-TRAILING EDGE AND DETECTION PLATE SHALL BE CONTINUOUS THROUGHOUT THE LENGTH OF THE PATH SUCH THAT A PEDESTRIAN USER WITH A LONG CANE CAN FOLLOW IT.



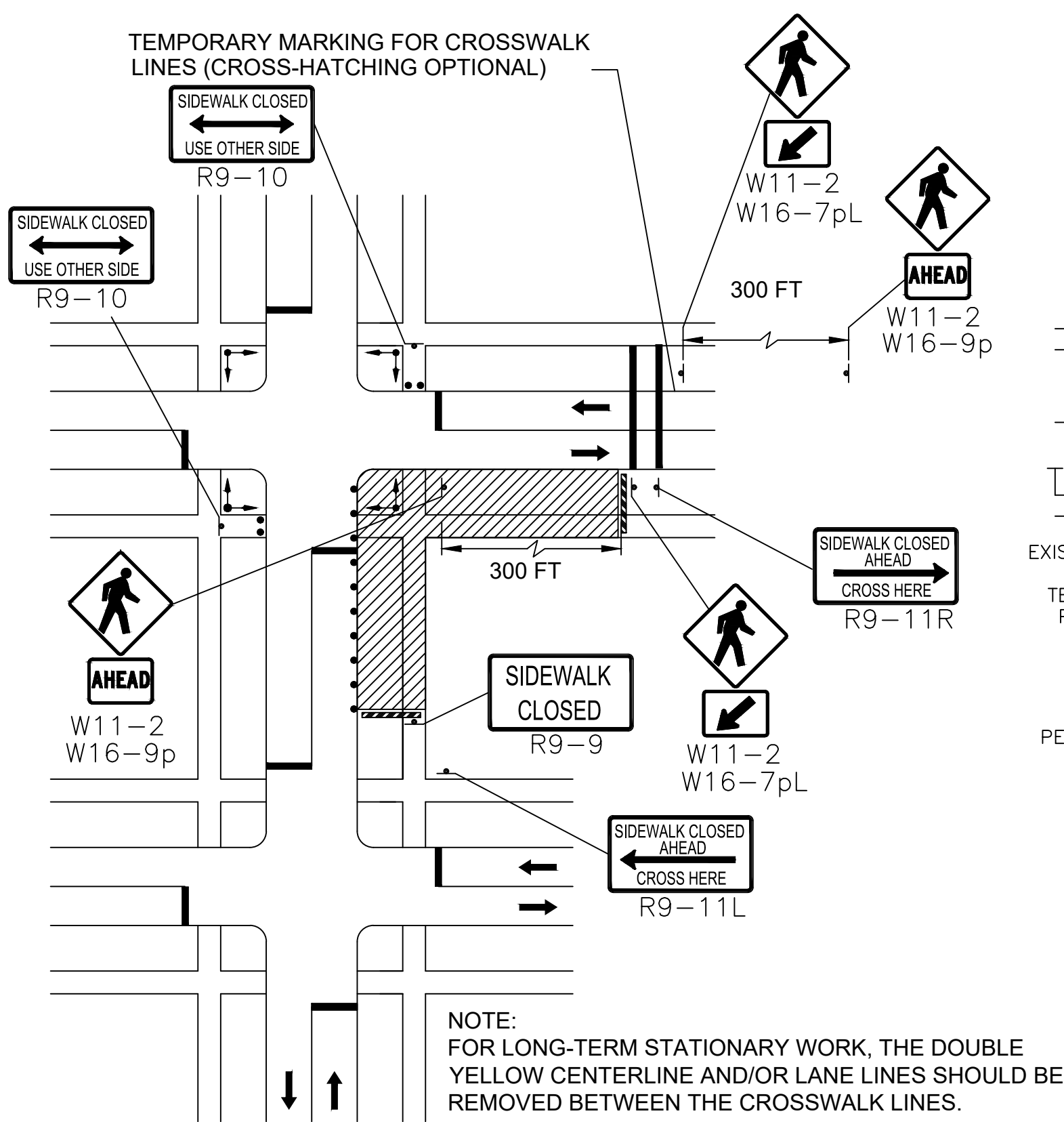
CROSS SECTION VIEW

PEDESTRIAN CHANNELIZING DEVICE

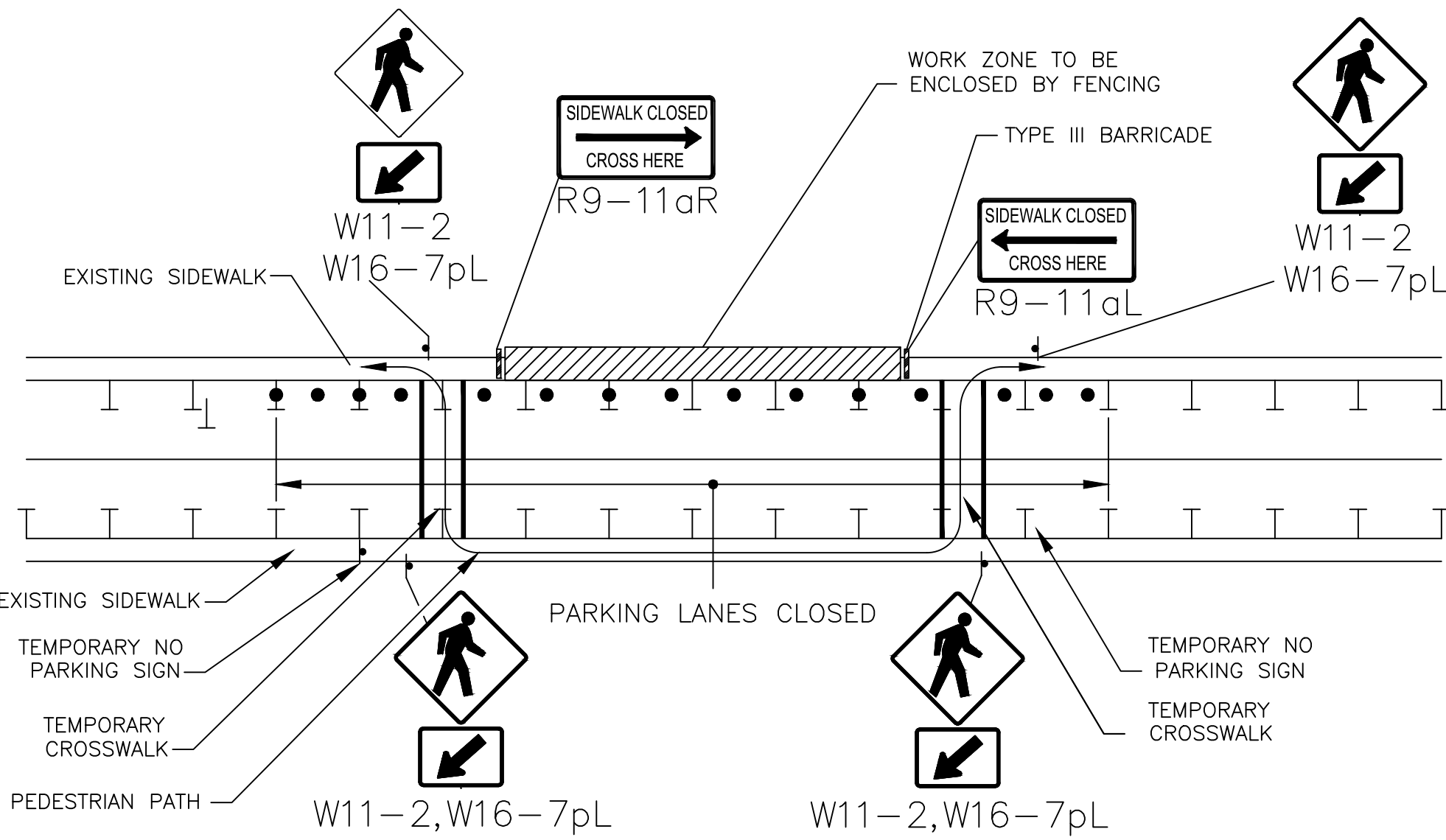


NOTE: IF A MINIMUM WIDTH OF 48" OF SOLID SMOOTH UNOBSTRUCTED SURFACE REMAINS ALONG THE WORK AREA THEN THE DETAIL CAN BE DISREGARDED. DELINEATION OF THE WORK AREA WILL STILL BE REQUIRED. ALL PEDESTRIAN DETOUR ROUTES SHALL BE ADA/MAAB COMPLIANT IN THEIR ENTIRETY.

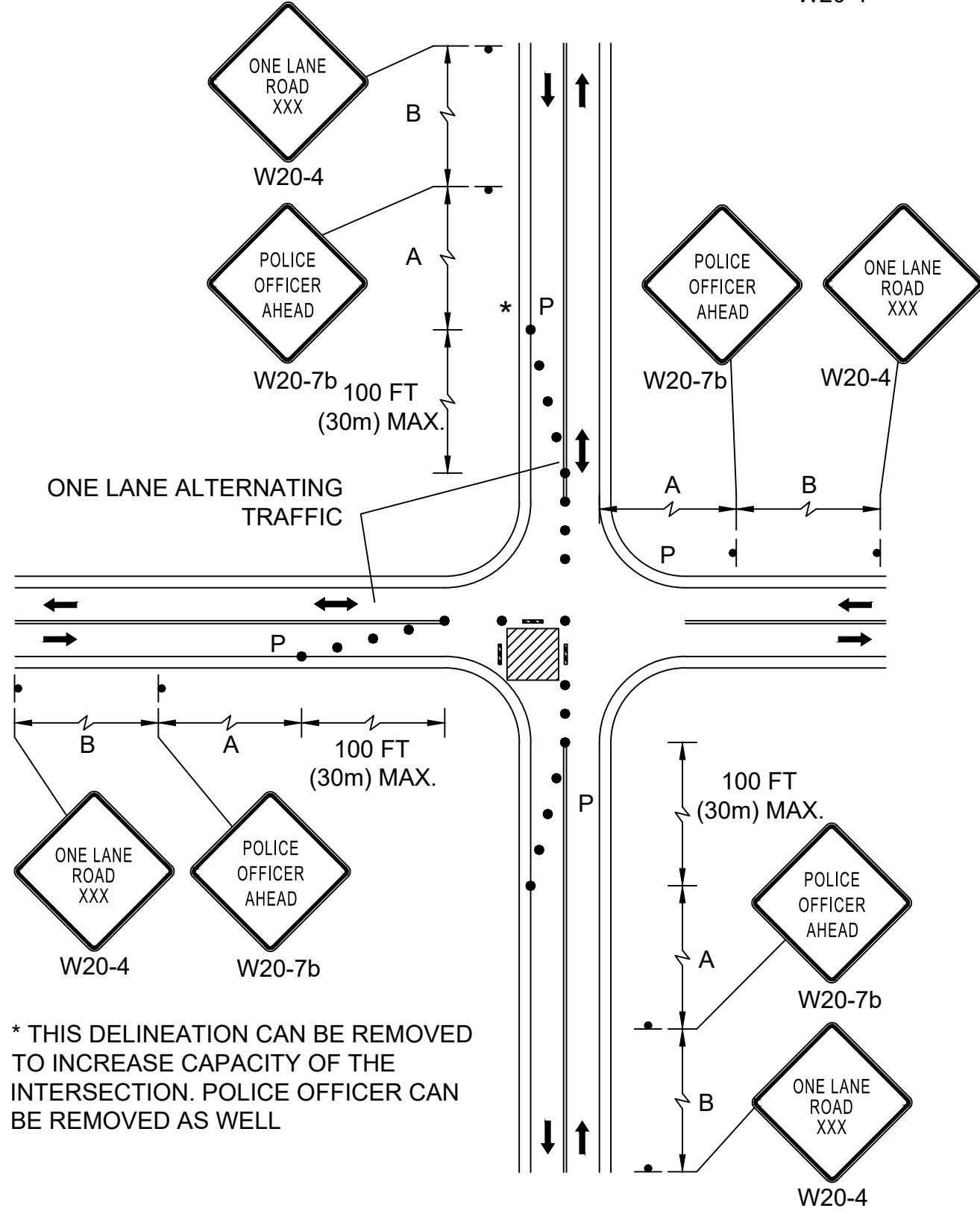
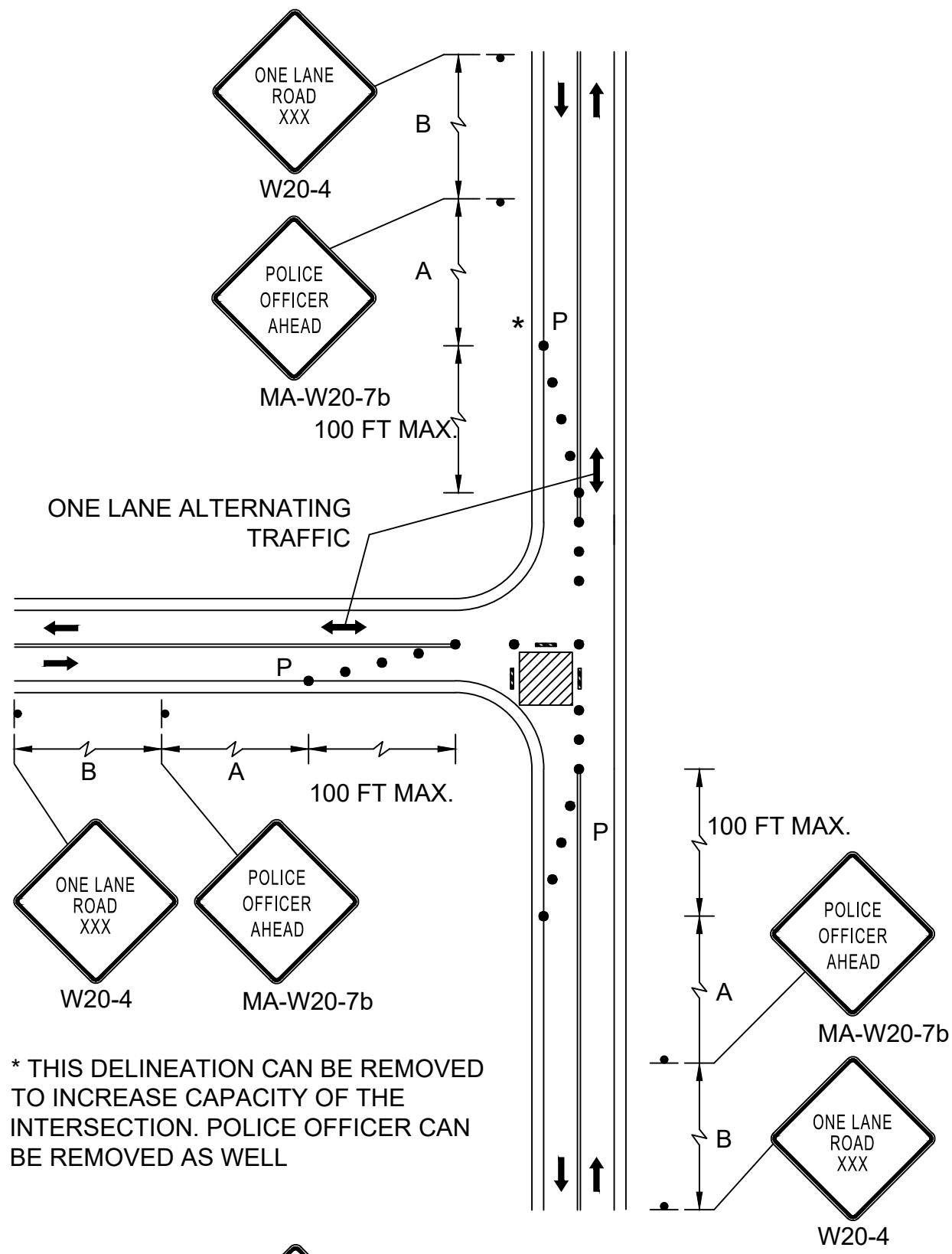
**SIDEWALK CLOSED
WITHOUT DETOUR**



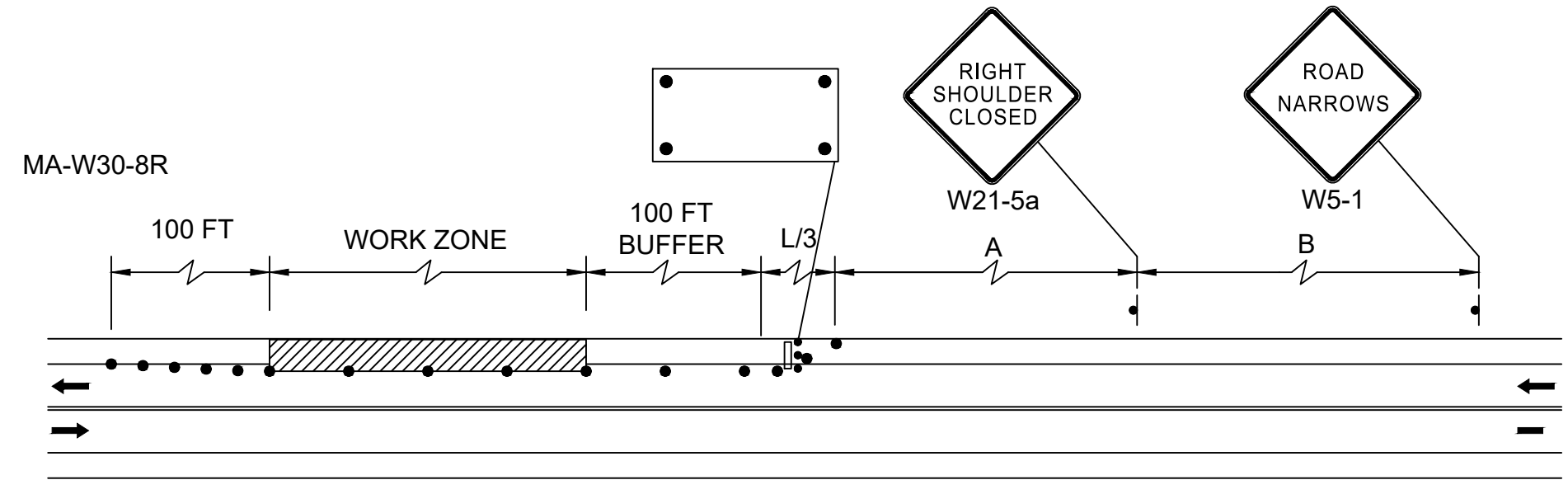
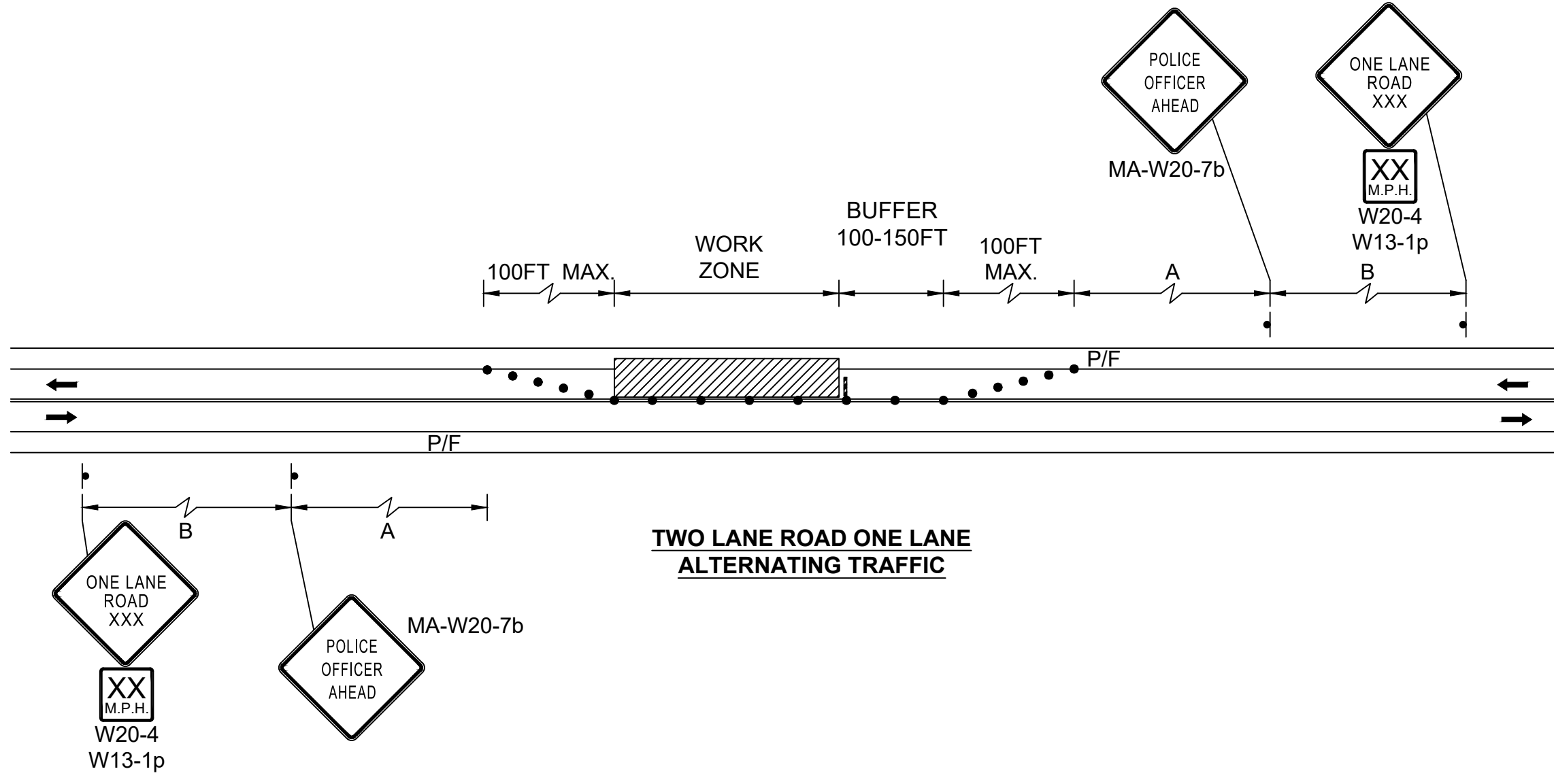
TYPE I



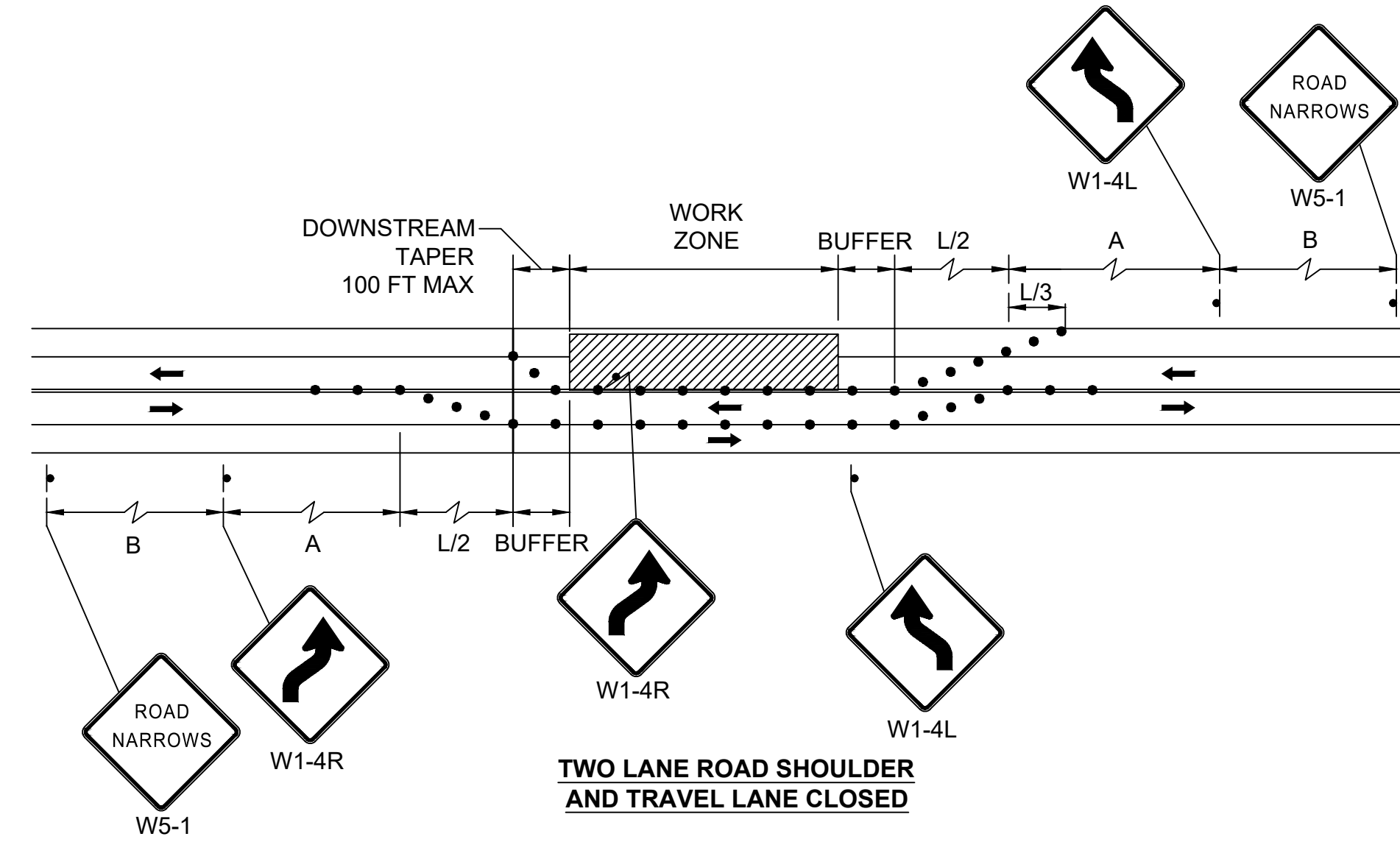
**PEDESTRIAN
DETOUR**



**SINGLE LANE APPROACH
CORNER CLOSURE**

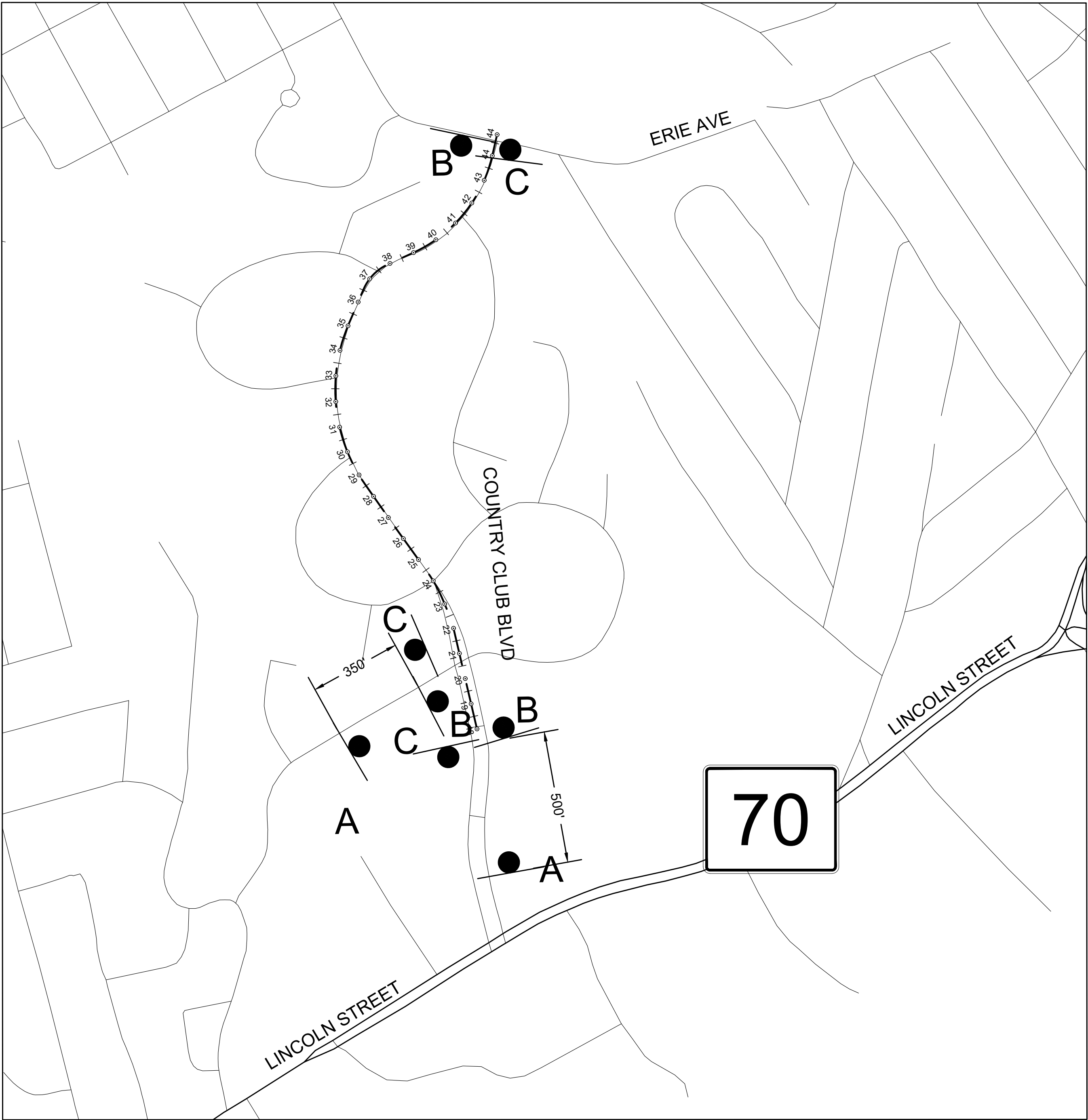


**TWO LANE ROAD
SHOULDER CLOSED**



**TWO LANE ROAD SHOULDER
AND TRAVEL LANE CLOSED**

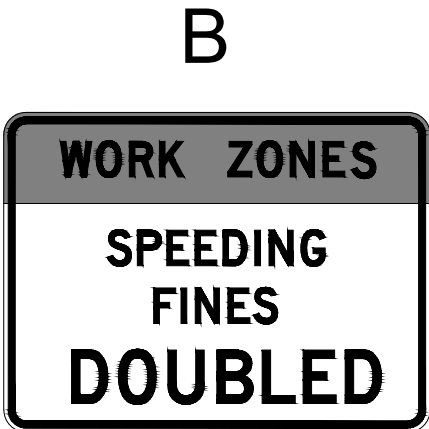
| TEMPORARY TRAFFIC CONTROL SIGN SUMMARY | | | | | | | | | | | | | |
|--|-------------------|--------|--------|---|------------------|----------------|------------------|-------------|-------------|--------------------------|----------------|-----------------|--|
| IDENTIFICATION NUMBER | SIZE OF SIGN (in) | | | TEXT DIMENSIONS (in) | | | COLOR | | | NUMBER OF SIGNS REQUIRED | UNIT AREA (SF) | TOTAL AREA (SF) | |
| | WIDTH | HEIGHT | LEGEND | LETTER HEIGHT | VERTICAL SPACING | ARROW RTE. MKR | BACK-GROUND | LEGEND | BORDER | | | | |
| MA-R2-10a | 48 | 36 | | MASSDOT STANDARD SIGN | | | FL. ORANGE WHITE | BLACK BLACK | BLACK BLACK | 8 | 12.00 | 96.00 | |
| MA-R2-10e | 36 | 48 | | MASSDOT STANDARD SIGN | | | FL. ORANGE WHITE | BLACK BLACK | BLACK BLACK | 6 | 12.00 | 72.00 | |
| R9-9 | 24 | 12 | | SEE 2023 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS | | | WHITE | BLACK | BLACK | 2 | 2.00 | 4.00 | |
| R9-10 | 24 | 12 | | | | | WHITE | BLACK | BLACK | 2 | 2.00 | 4.00 | |
| R9-11L | 24 | 18 | | | | | WHITE | BLACK | BLACK | 1 | 3.00 | 3.00 | |
| R9-11R | 24 | 18 | | | | | WHITE | BLACK | BLACK | 1 | 3.00 | 3.00 | |
| R9-11aL | 24 | 12 | | | | | WHITE | BLACK | BLACK | 2 | 2.00 | 4.00 | |
| R9-11aR | 24 | 12 | | | | | WHITE | BLACK | BLACK | 2 | 2.00 | 4.00 | |
| W1-4L | 36 | 36 | | | | | FL. ORANGE | BLACK | BLACK | 2 | 9.00 | 18.00 | |
| W1-4R | 36 | 36 | | | | | FL. ORANGE | BLACK | BLACK | 2 | 9.00 | 18.00 | |
| W5-1 | 36 | 36 | | | | | FL. ORANGE | BLACK | BLACK | 2 | 9.00 | 18.00 | |
| W11-2 | 30 | 30 | | | | | FL. YELLOW GREEN | BLACK | BLACK | 4 | 6.25 | 25.00 | |
| W13-1p | 18 | 18 | | | | | FL. ORANGE | BLACK | BLACK | 2 | 2.25 | 4.50 | |
| W16-7pL | 21 | 15 | | | | | FL. YELLOW GREEN | BLACK | BLACK | 4 | 2.19 | 8.75 | |
| W16-9p | 24 | 12 | | | | | FL. YELLOW GREEN | BLACK | BLACK | 2 | 2.00 | 4.00 | |
| W20-1 | 36 | 36 | | | | | FL. ORANGE | BLACK | BLACK | 8 | 9.00 | 72.00 | |
| W20-4 | 36 | 36 | | | | | FL. ORANGE | BLACK | BLACK | 4 | 9.00 | 36.00 | |
| MA-W20-7b | 36 | 36 | | MASSDOT STANDARD SIGN | | | FL. ORANGE | BLACK | BLACK | 4 | 9.00 | 36.00 | |
| W21-5a | 36 | 36 | | SEE 2023 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS | | | FL. ORANGE | BLACK | BLACK | 1 | 9.00 | 9.00 | |



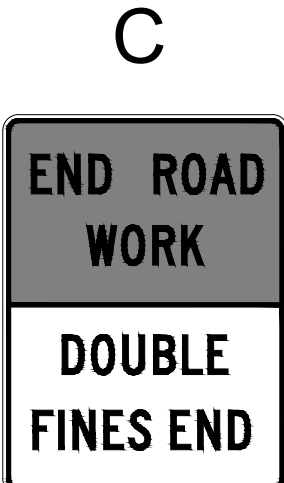
LEGEND



W20-1

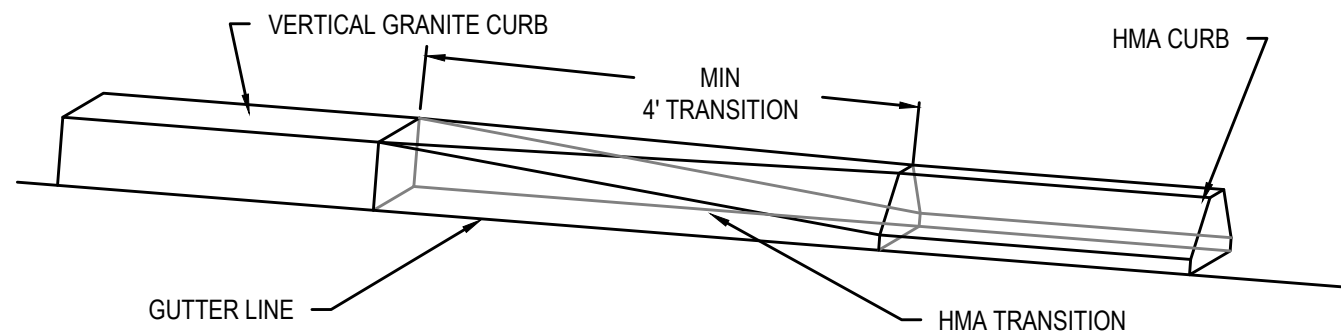


MA-R2-10a



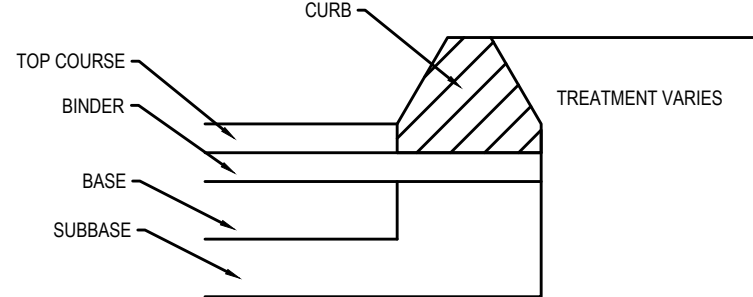
MA-R2-10e

NOTE:
ON SIDE STREETS WHERE NO DIMENSIONS
ARE SHOWN, W20-1 SIGNS SHALL BE LOCATED
350' FROM THE LIMIT OF WORK, MA-R2-10a
SIGNS SHALL BE LOCATED 175' FROM THE
LIMIT OF WORK, AND MA-R2-10e SHALL BE
LOCATED 100' FROM THE LIMIT OF WORK
UNLESS OTHERWISE NOTED.



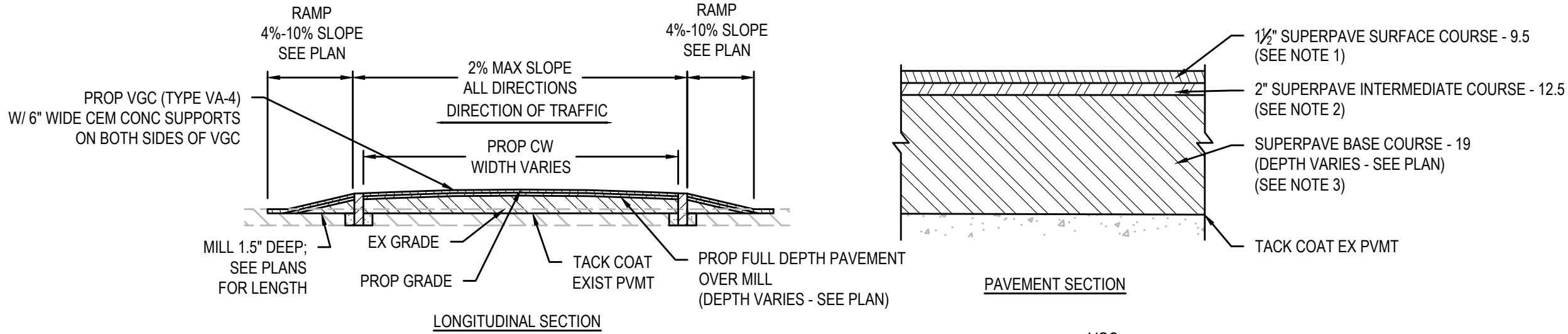
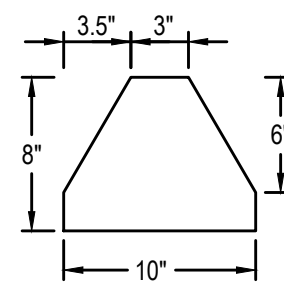
- NOTES:
1. PROPOSED CURBS SHALL BE FLUSHED / BLENDED TO EXISTING CURBS.
 2. REFER TO MASSDOT CONSTRUCTION STANDARD 570.0.1 FOR TYPES OF HMA CURBS.

VGC TRANSITION TO HMA CURB
N.T.S.



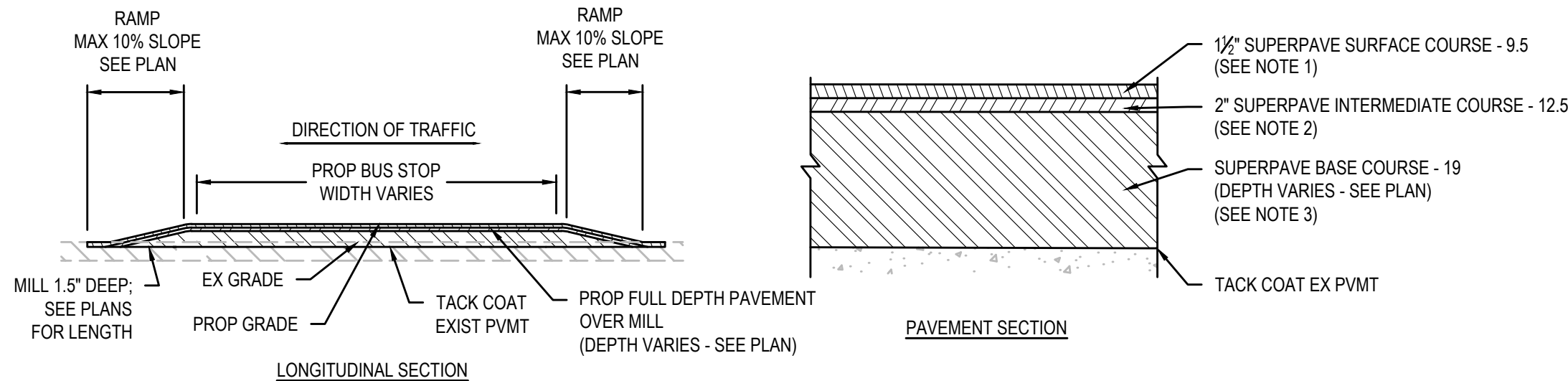
- NOTES:
1. ALL SURFACES SHALL BE SMOOTH AND STRAIGHT
 2. BITUMINOUS CONCRETE SHALL BE WELL CONSOLIDATED

HMA CURB
N.T.S.



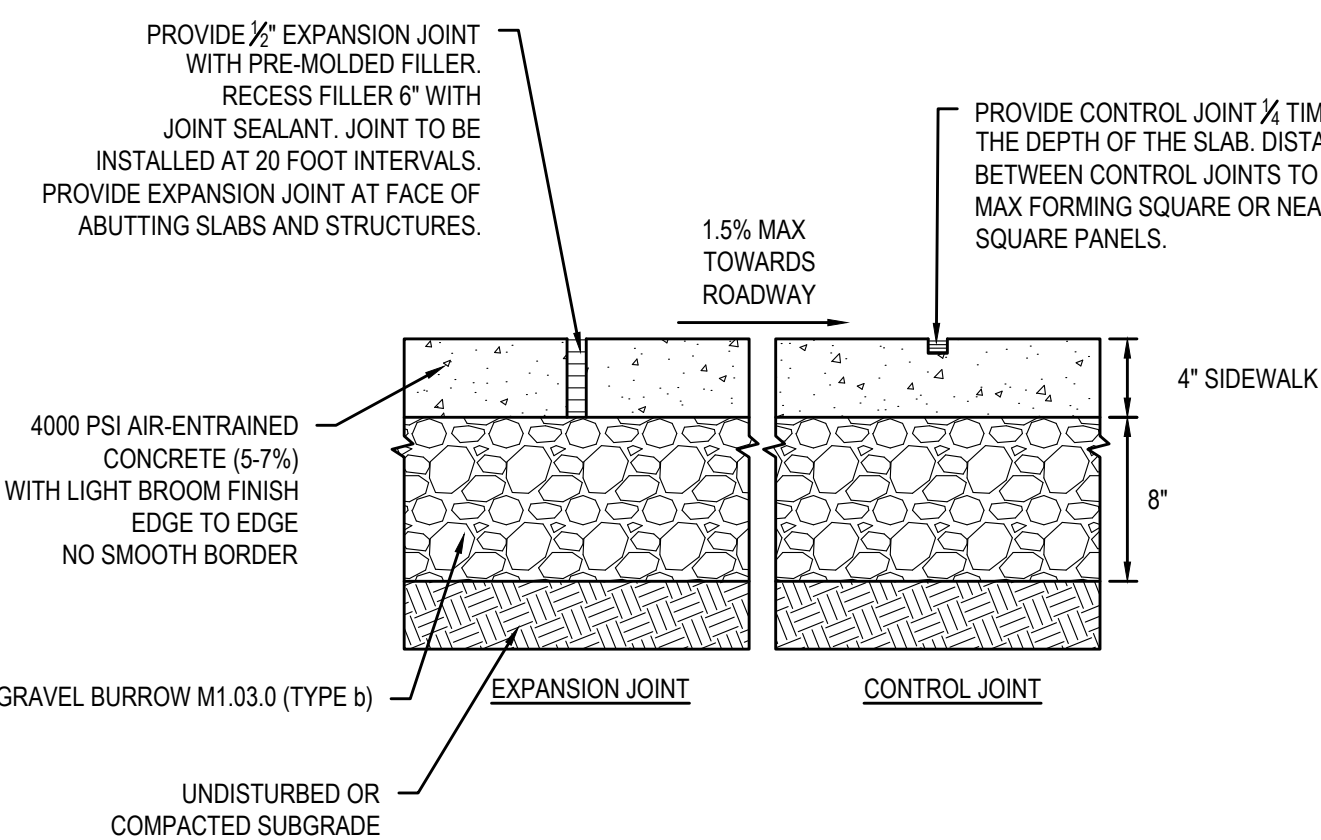
- NOTES:
1. SEE CONSTRUCTION PLANS FOR PROPOSED ELEVATIONS.
 2. GRANITE CURBING SHALL BE PAID UNDER ITEM 405.
 3. SURFACE COURSE SHALL BE PAID UNDER ITEM 422.1.
 4. INTERMEDIATE COURSE SHALL BE PAID UNDER ITEM 422.2.
 5. BASE COURSE SHALL BE PAID UNDER ITEM 422.4.
 6. CONCRETE USED AROUND CURB SHALL BE PAID UNDER ITEM 446.1.

RAISED CROSSWALK
N.T.S.



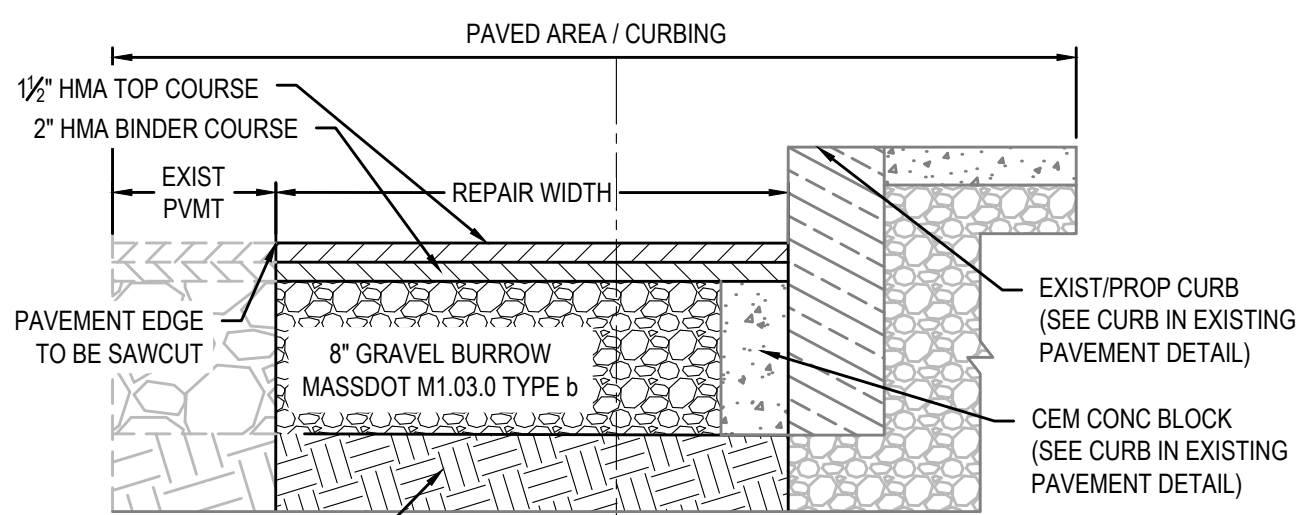
- NOTES:
1. SEE CONSTRUCTION PLANS FOR PROPOSED ELEVATIONS.
 2. GRANITE CURBING SHALL BE PAID UNDER ITEM 405.
 3. SURFACE COURSE SHALL BE PAID UNDER ITEM 422.1.
 4. INTERMEDIATE COURSE SHALL BE PAID UNDER ITEM 422.2.
 5. BASE COURSE SHALL BE PAID UNDER ITEM 422.4.
 6. CONCRETE USED AROUND CURB SHALL BE PAID UNDER ITEM 446.1.

RAISED BUS STOP
N.T.S.

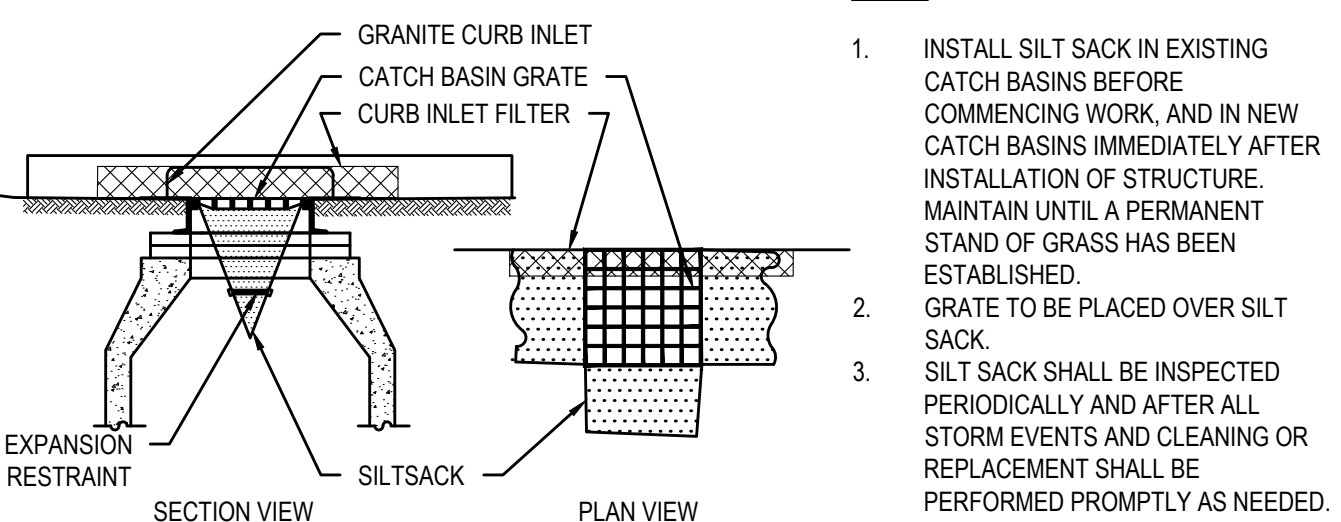


- NOTES:
1. MAXIMUM CROSS SLOPE = 1.5%.
 2. MAXIMUM GRADIENT = 5%.
 3. PROVIDE EXPANSION JOINT AT FACE OF ABUTTING SLABS, STRUCTURES, AND CURBS.
 4. PROVIDE CURBING AT SHOWN ON PLANS.

CEMENT CONCRETE SIDEWALK
N.T.S.

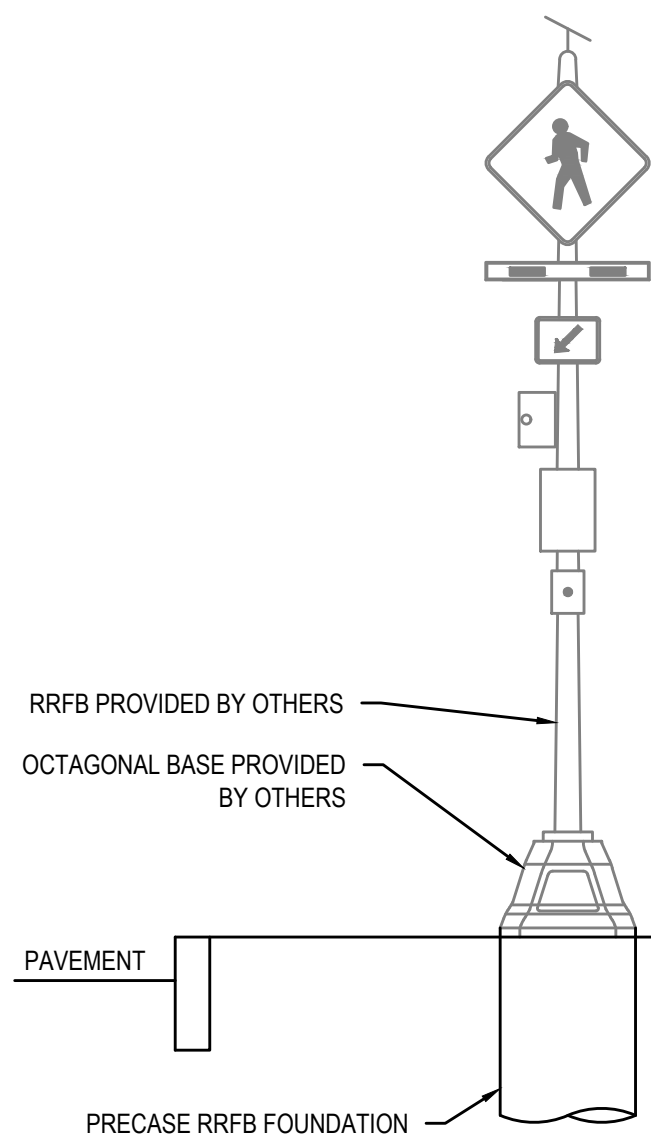


HMA FOR PATCHING
N.T.S.



- NOTES:
1. INSTALL SILT SACK IN EXISTING CATCH BASINS BEFORE COMMENCING WORK, AND IN NEW CATCH BASINS IMMEDIATELY AFTER INSTALLATION OF STRUCTURE. MAINTAIN UNTIL A PERMANENT STAND OF GRASS HAS BEEN ESTABLISHED.
 2. GRATE TO BE PLACED OVER SILT SACK.
 3. SILT SACK SHALL BE INSPECTED PERIODICALLY AND AFTER ALL STORM EVENTS AND CLEANING OR REPLACEMENT SHALL BE PERFORMED PROMPTLY AS NEEDED.

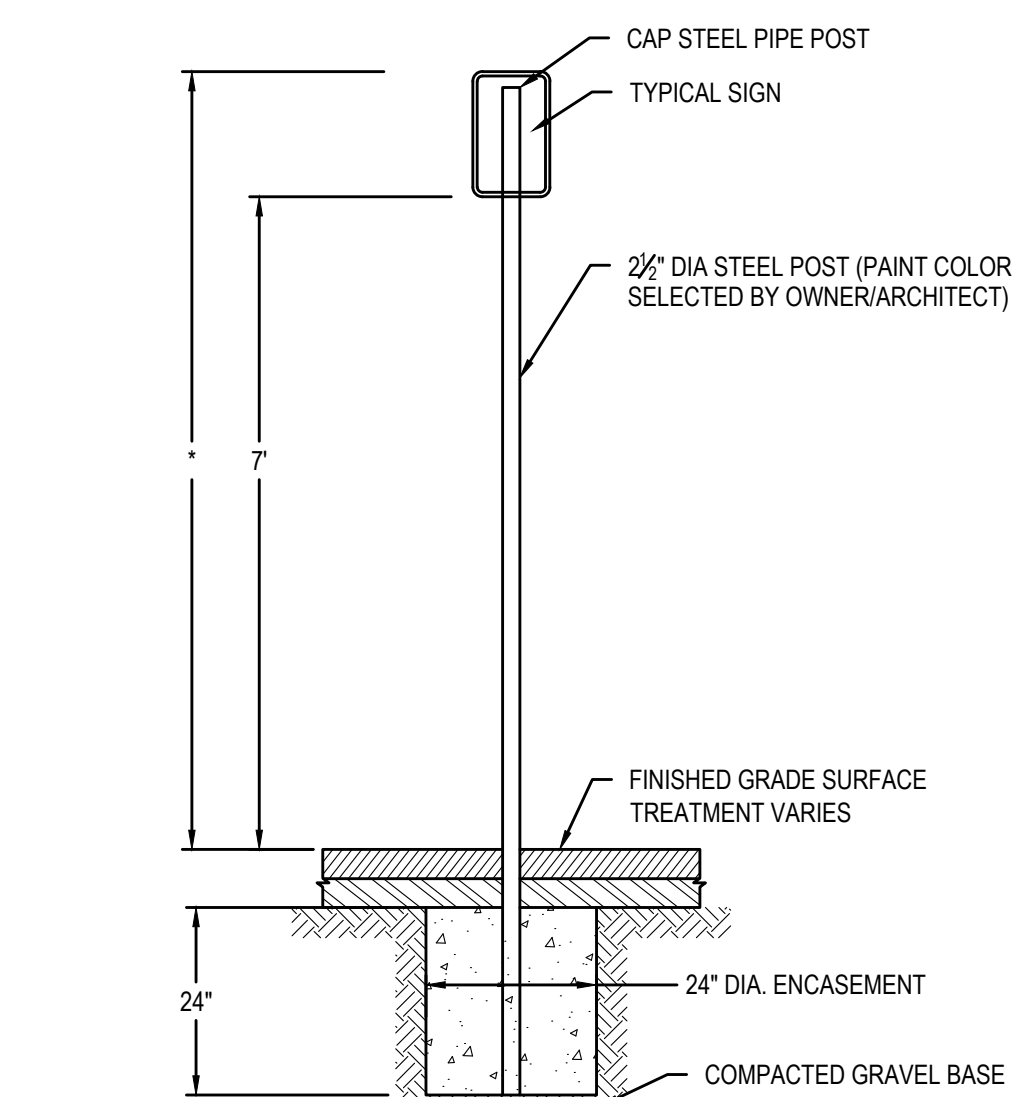
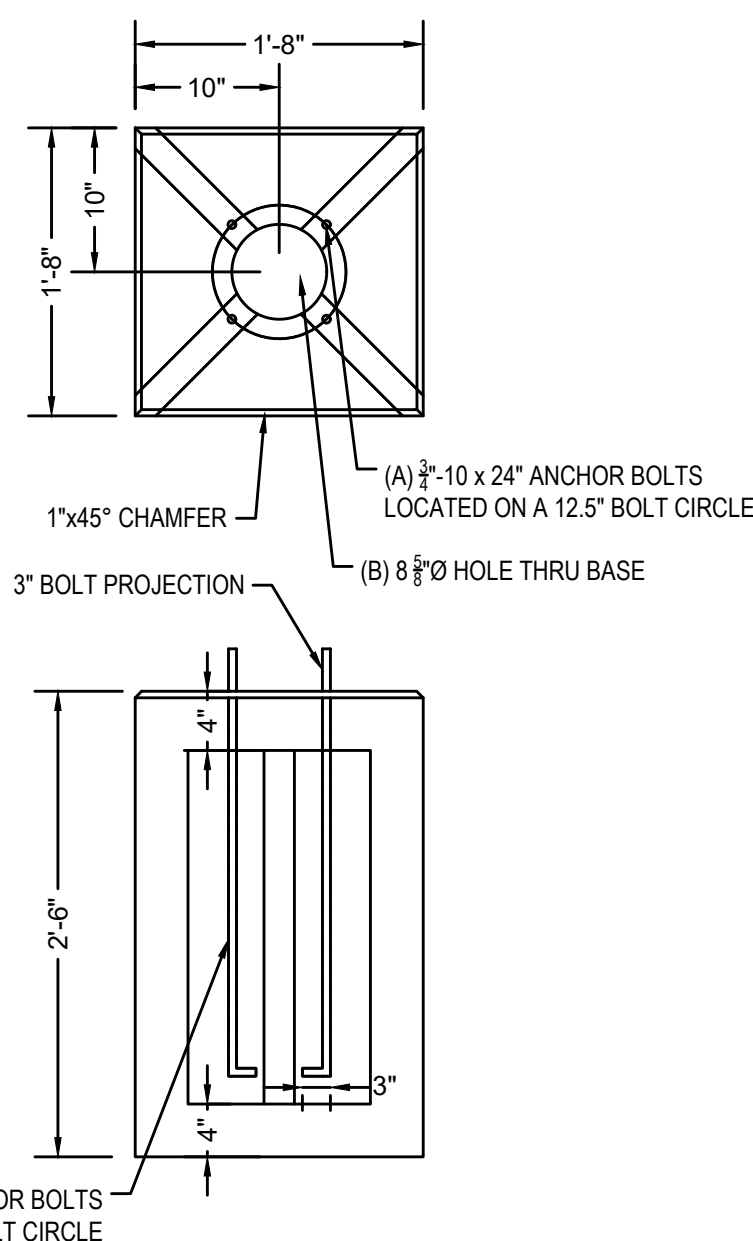
INLET PROTECTION - SILT SACK
N.T.S.



- NOTES:
1. CONC 28-DAY COMPRESSIVE STRENGTH $f_c = 5,000$ PSI TYPE III
 2. REBAR GRADE 60 PER ASTM A615 (EPOXY)

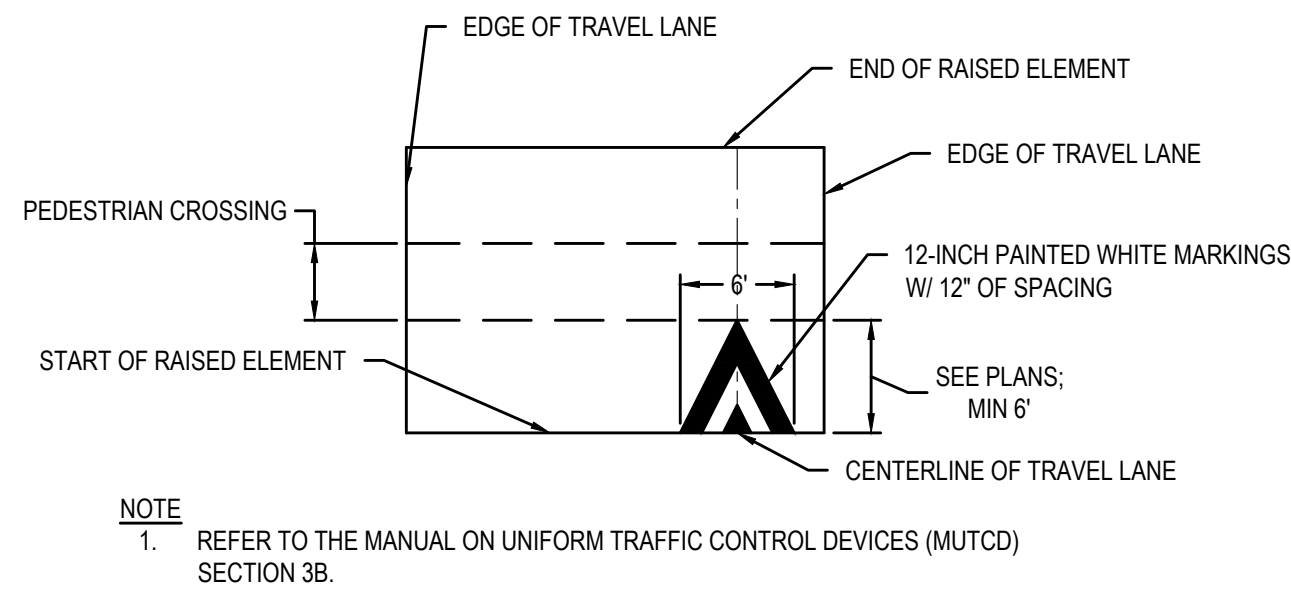
RRFB FOUNDATION BASE
N.T.S.

| DATA CHART | | |
|------------|-----|---------------------------------------|
| LTR | QTY | DESC |
| (A) | 4 | 3/4"-10 UNC x 24" ANCHOR BOLT (GALV.) |
| (B) | 1 | 8 5/8" Ø HOLE THRU BASE |

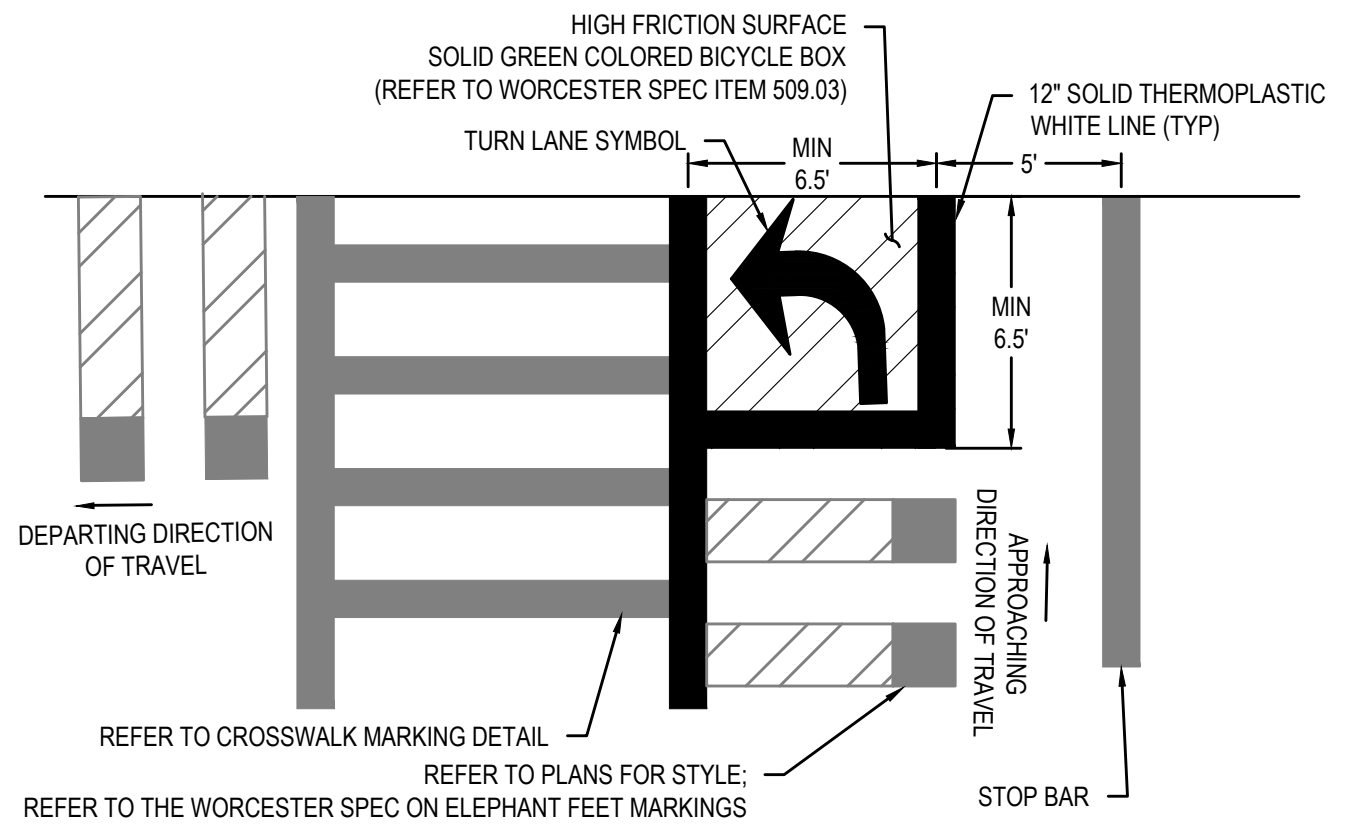


*THIS DIMENSION SHALL BE A MINIMUM OF 5' AND A MAXIMUM OF 8' FOR ACCESSIBLE SIGNAGE IN THE COMMONWEALTH OF MASSACHUSETTS.

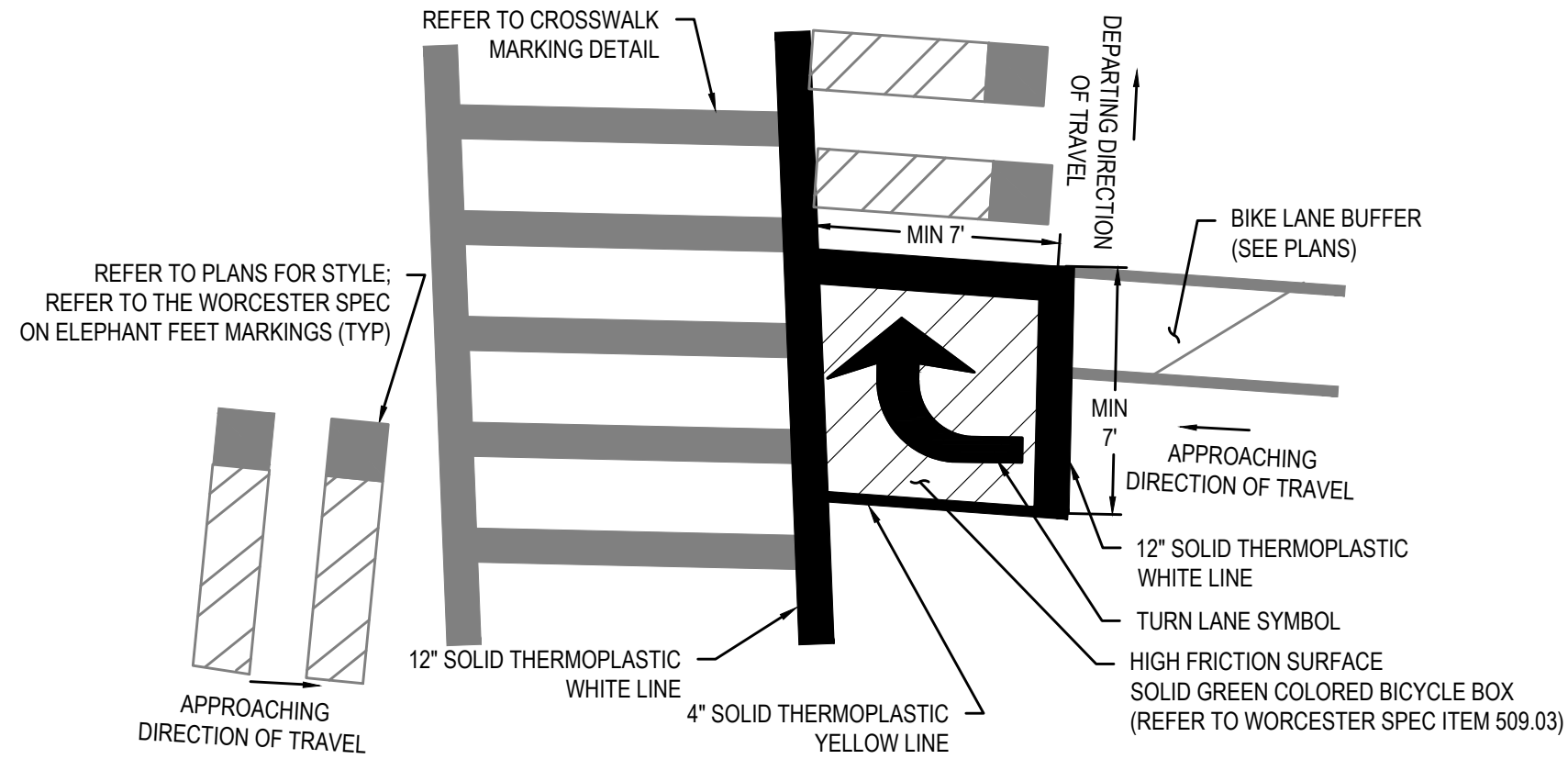
SIGN POST
N.T.S.



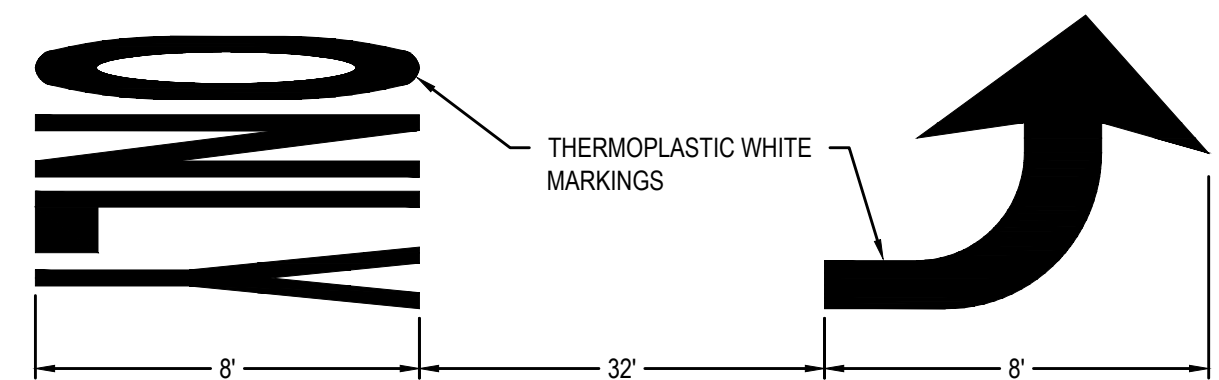
RAISED ELEMENT PAVEMENT MARKING
N.T.S.



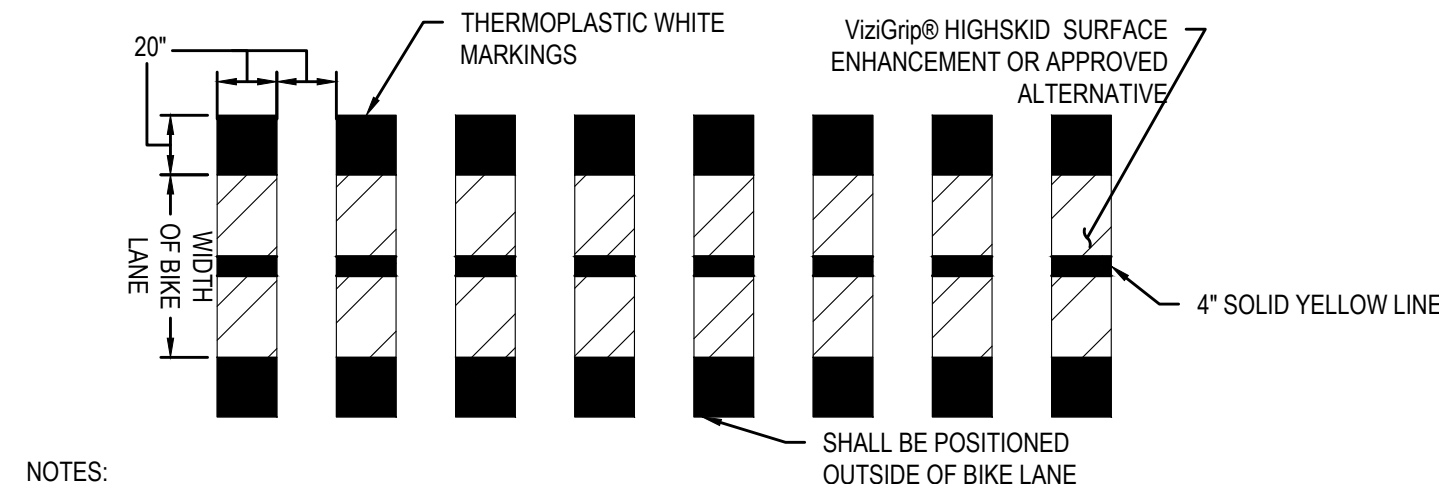
HIGH FRICTION GREEN BIKE BOXE MARKINGS - TYPE 1
N.T.S.



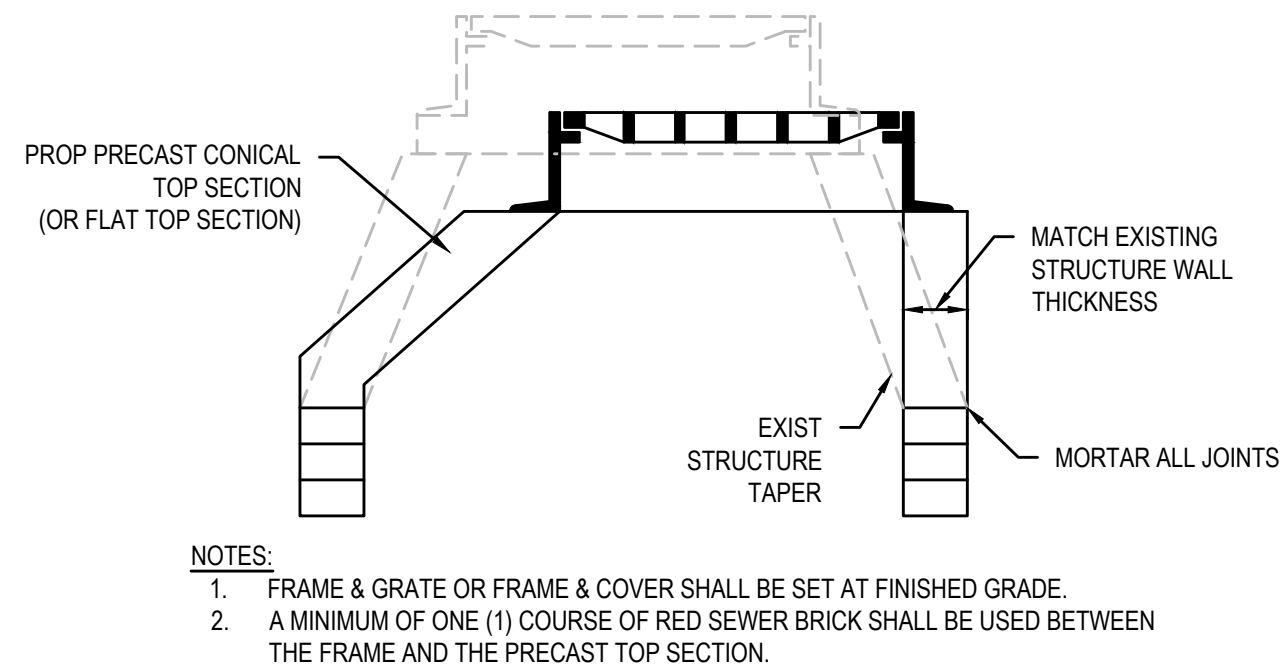
HIGH FRICTION GREEN BIKE BOXE MARKINGS - TYPE 2
N.T.S.



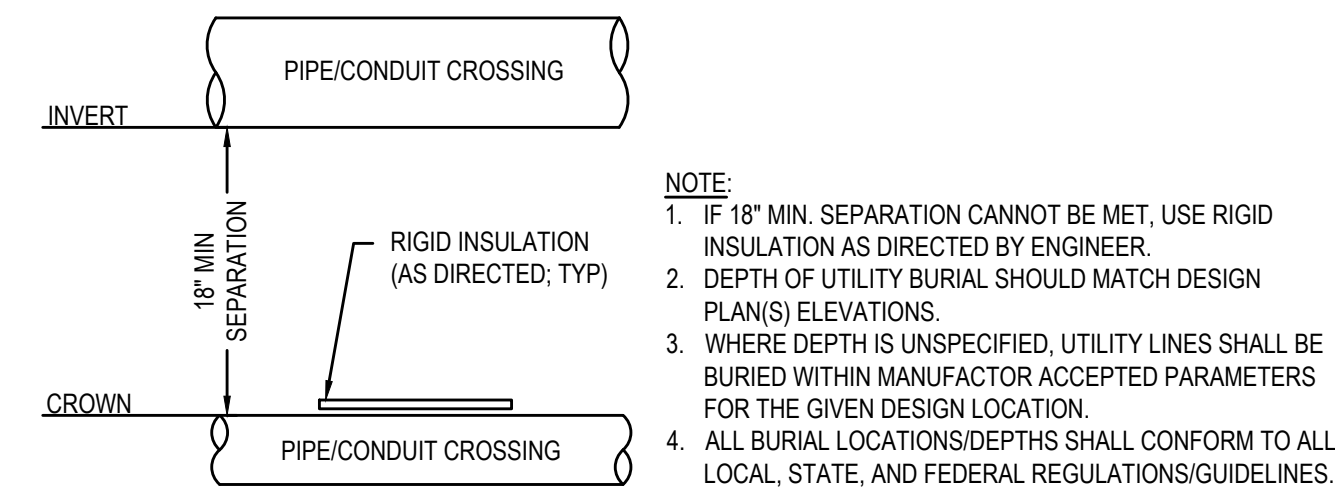
TURN LANE PAVEMENT MARKING
N.T.S.



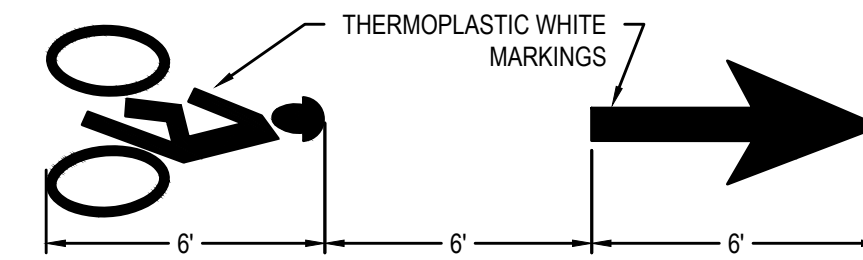
ELEPHANT FEET PAVEMENT MARKING - TWO LANE
N.T.S.



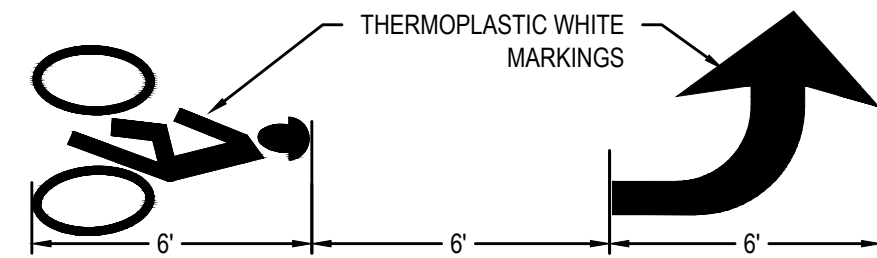
MANHOLE / CATCH BASIN REMODEL
N.T.S.



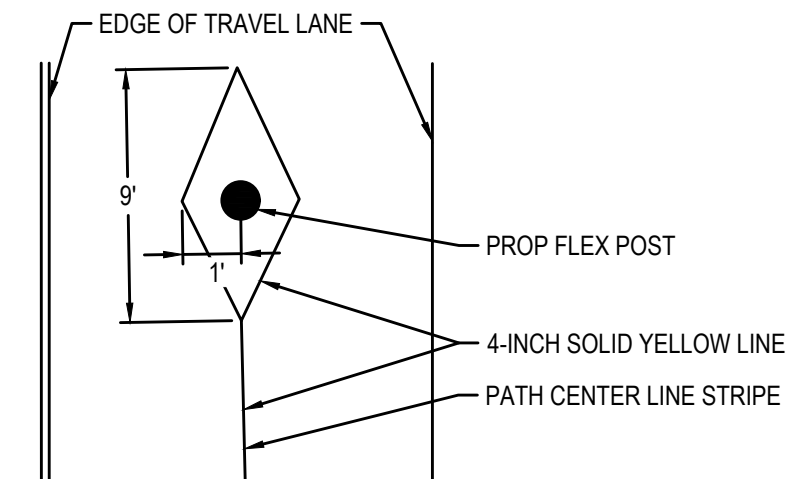
UTILITY CROSSING
N.T.S.



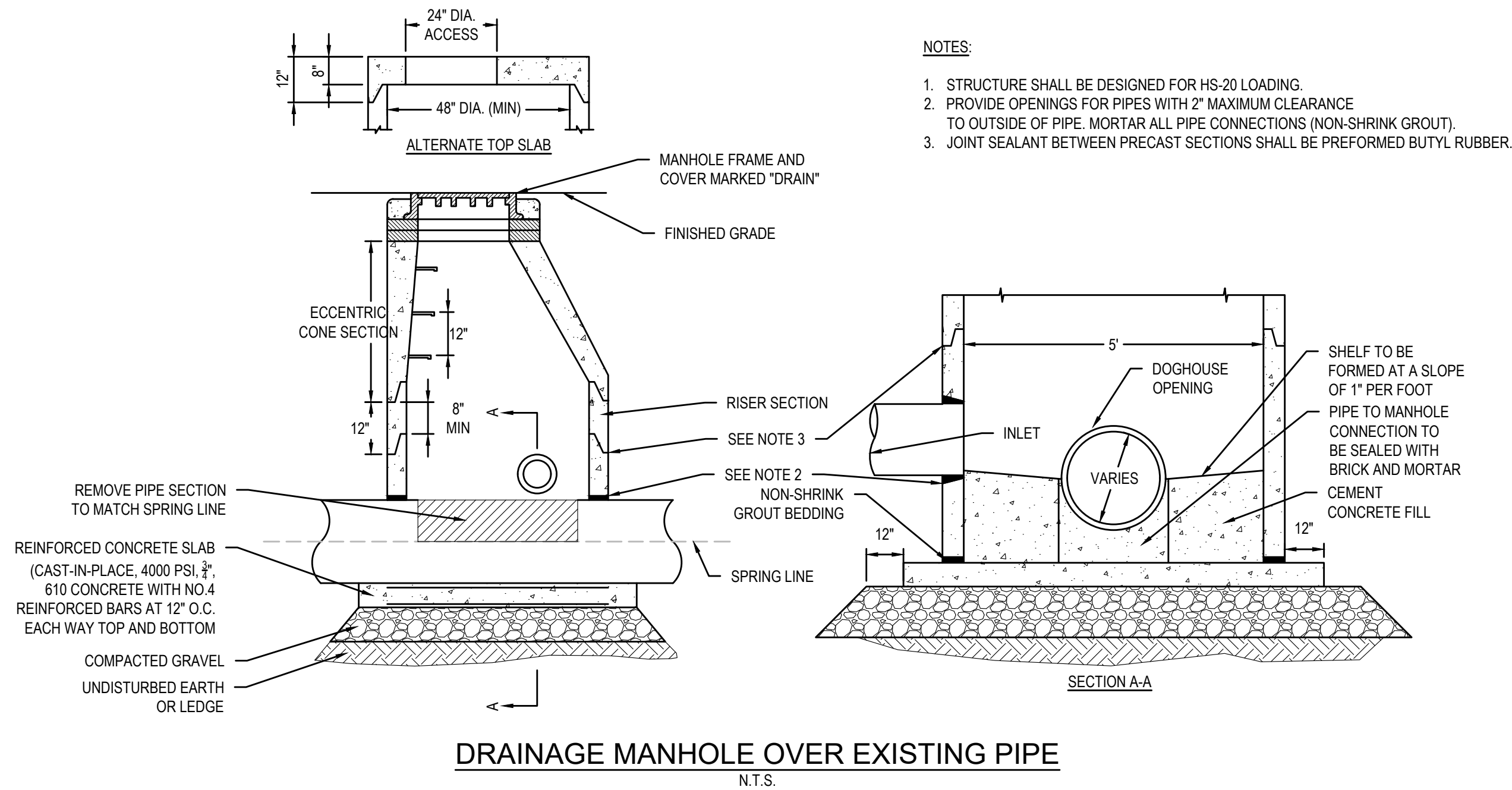
HELMETED BICYCLIST LANE PAVEMENT MARKING
N.T.S.



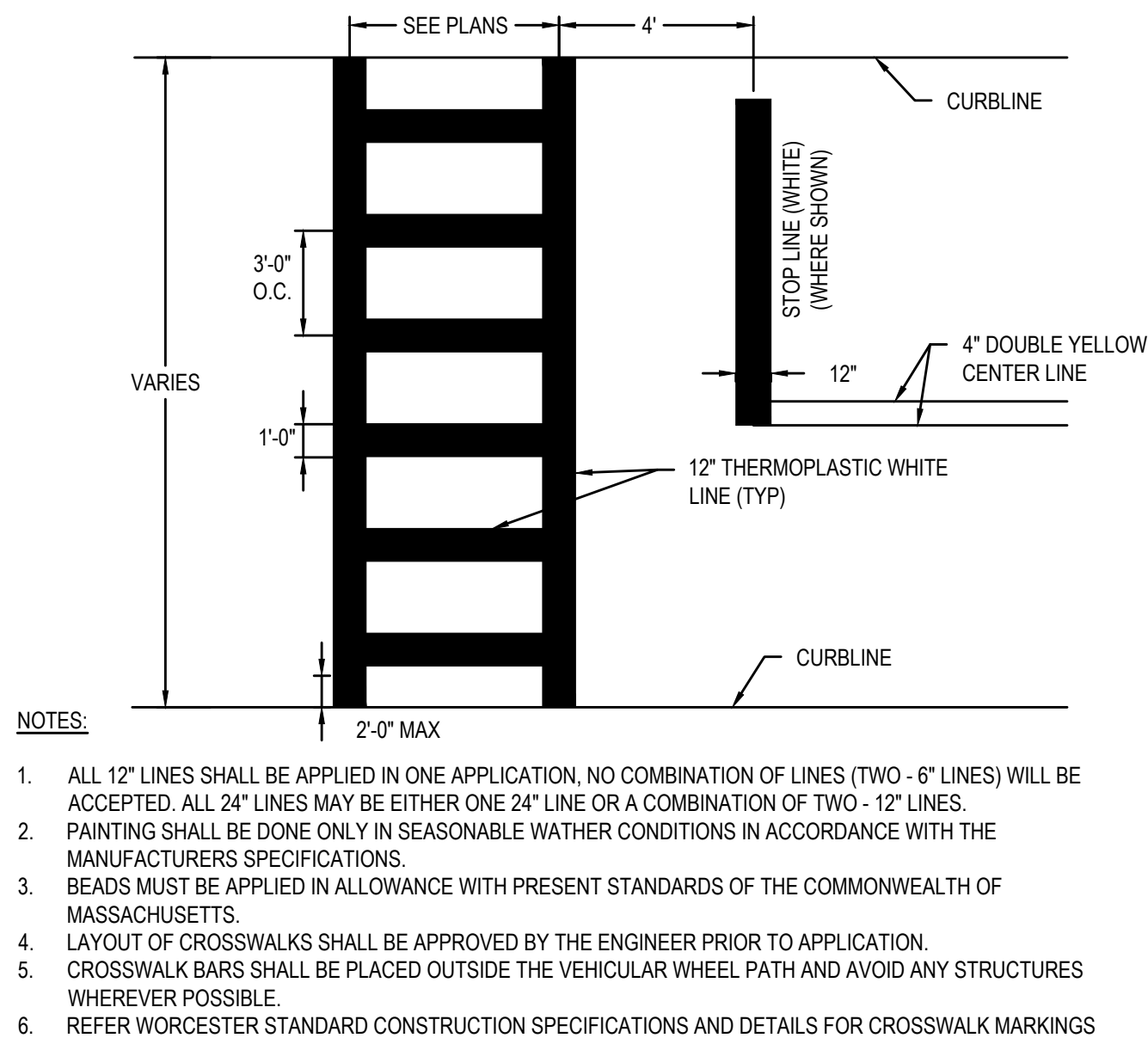
HELMETED BICYCLIST TURN LANE PAVEMENT MARKING
N.T.S.



CENTER LINE FLEX POST LOCATION
N.T.S.



DRAINAGE MANHOLE OVER EXISTING PIPE
N.T.S.



CROSSWALK PAVEMENT MARKING
N.T.S.

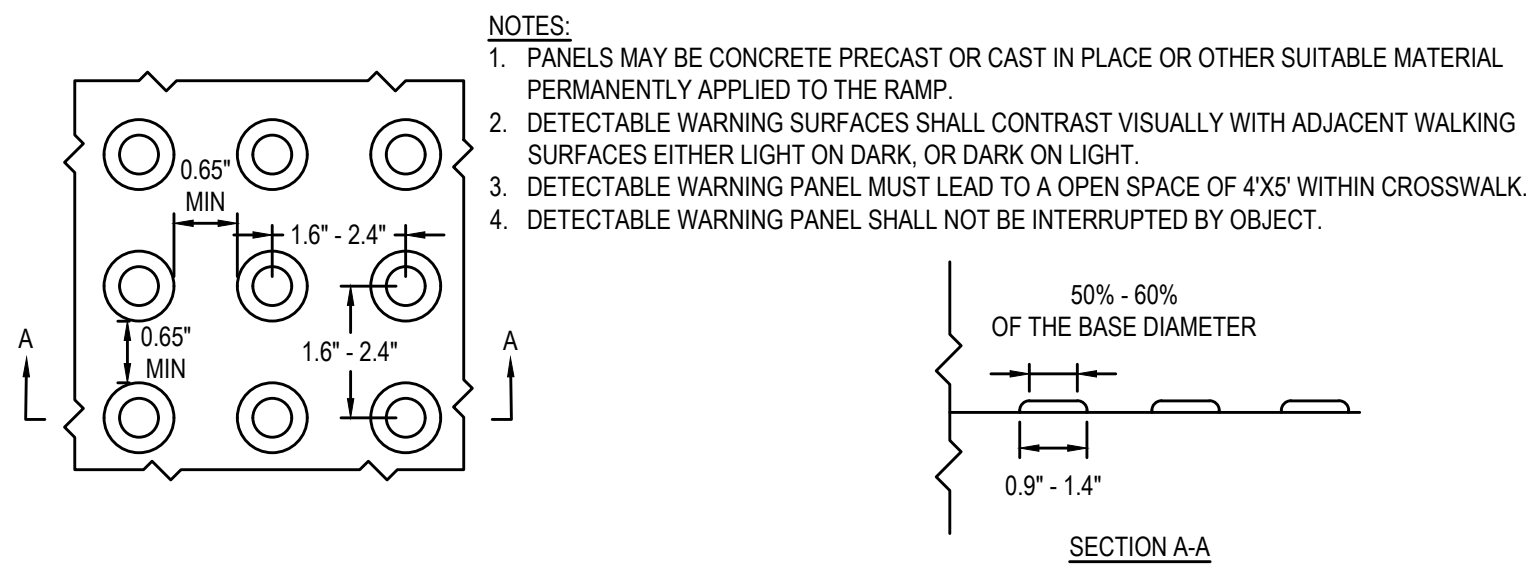


YIELD TO PEDESTRIAN MARKING
N.T.S.

- PEDESTRIAN CURB RAMP NOTES:
1. MAXIMUM ALLOWABLE SLOPE OF ACCESSIBLE ROUTE EXCLUDING CURB RAMP SHALL BE DESIGNED TO 4.5% ±0.5% (7.5% ±0.5% FOR CURB RAMP)
 2. A MINIMUM OF 4'-0" CLEAR SHALL BE MAINTAINED AT ANY PERMANENT OBSTACLE IN ACCESSIBLE ROUTE (I.E., HYDRANTS, UTILITY POLES, TREE WELLS, SIGNS, ETC.).
 3. CURBING SHALL BE GRANITE CURBING TYPE VA-4.
 4. RAMP, CURB AND ADJACENT PAVEMENTS SHALL BE GRADED TO PREVENT PONDING.
 5. WHERE ACCESSIBLE ROUTES ARE LESS THAN 5' IN WIDTH (EXCLUDING CURBING) A 5'x5' PASSING AREA SHALL BE PROVIDED AT INTERVALS NOT TO EXCEED 200 FT.
 6. ELIMINATE CURBING AT RAMP WHERE IT ABUTS ROADWAY, UNLESS AT THE RAISED CROSSWALK.
 7. DETECTABLE WARNING PANELS ARE REQUIRED ON ALL OF THE PROPOSED PEDESTRIAN CURB RAMP/MEDIAN CUT THROUGH AND ARE TO BE INSTALLED IN ACCORDANCE WITH MASSDOT CONSTRUCTION STANDARD. CONTRACTOR SHALL PROVIDE A MINIMUM OF 6" BETWEEN DETECTABLE WARNING PANEL AND EDGE OF CONCRETE WHERE IT ABUTS THE ROADWAY.
 8. PEDESTRIAN CURB RAMP SLOPES AND CROSS SLOPES SHALL HAVE A CONSTRUCTION TOLERANCE OF ±0.5%.
 9. DETECTABLE WARNING PANELS SHALL BE YELLOW IN COLOR AS APPROVED BY THE LOCAL DPW.

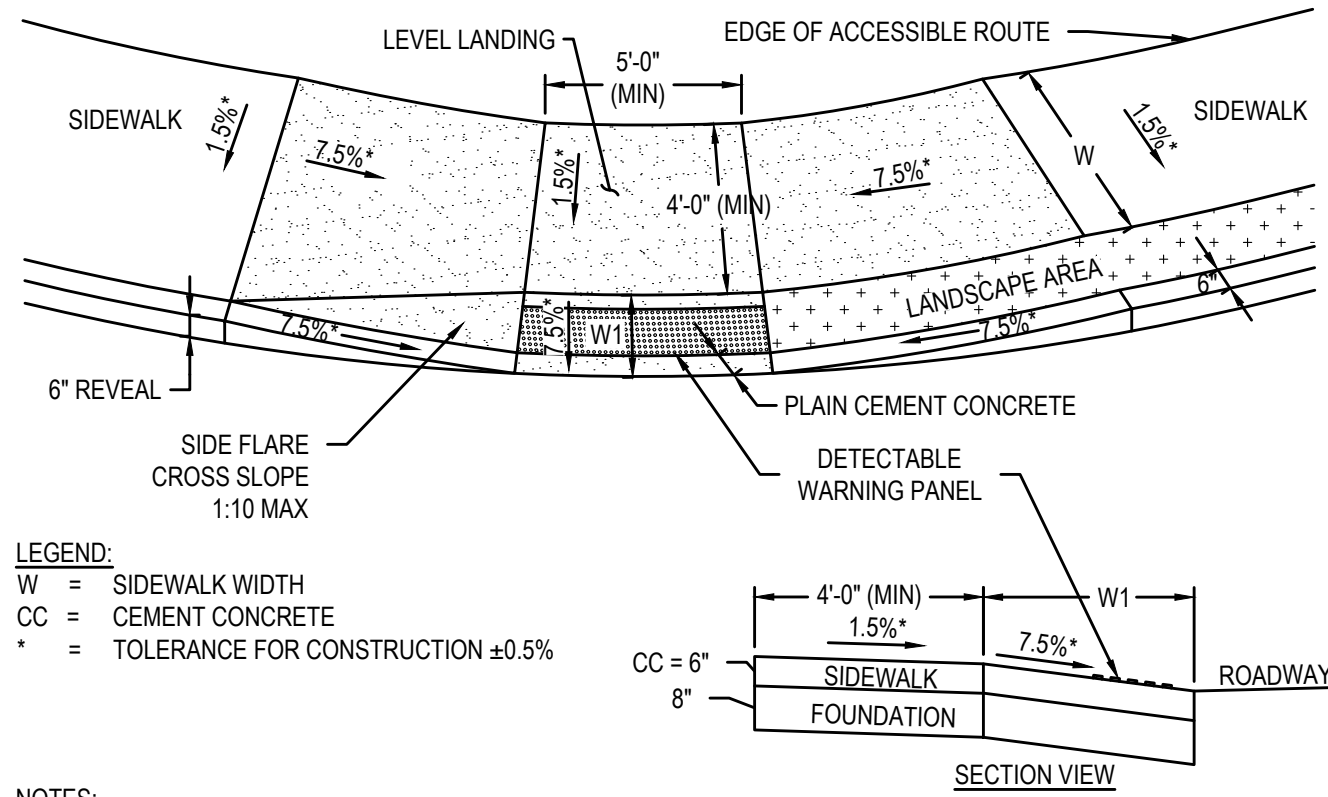
PEDESTRIAN CURB RAMP NOTES

N.T.S.



DETECTABLE WARNING PANEL

N.T.S.

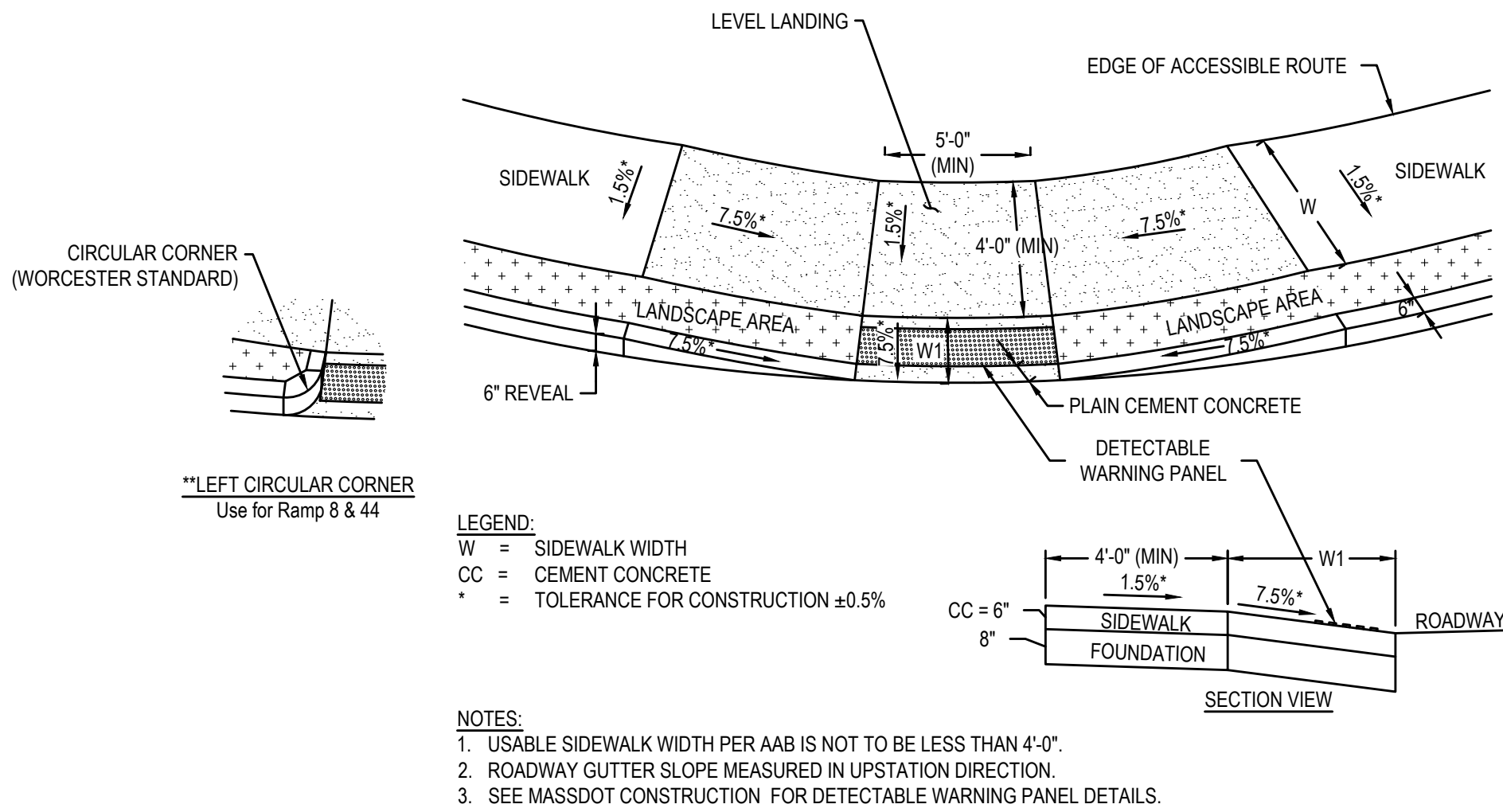


- NOTES:
1. USABLE SIDEWALK WIDTH PER AAB IS NOT TO BE LESS THAN 4'-0".
 2. ROADWAY GUTTER SLOPE MEASURED IN UPSTATION DIRECTION.
 3. SEE MASSDOT CONSTRUCTION FOR DETECTABLE WARNING PANEL DETAILS.

PEDESTRIAN CURB RAMP - TYPE 1

N.T.S.

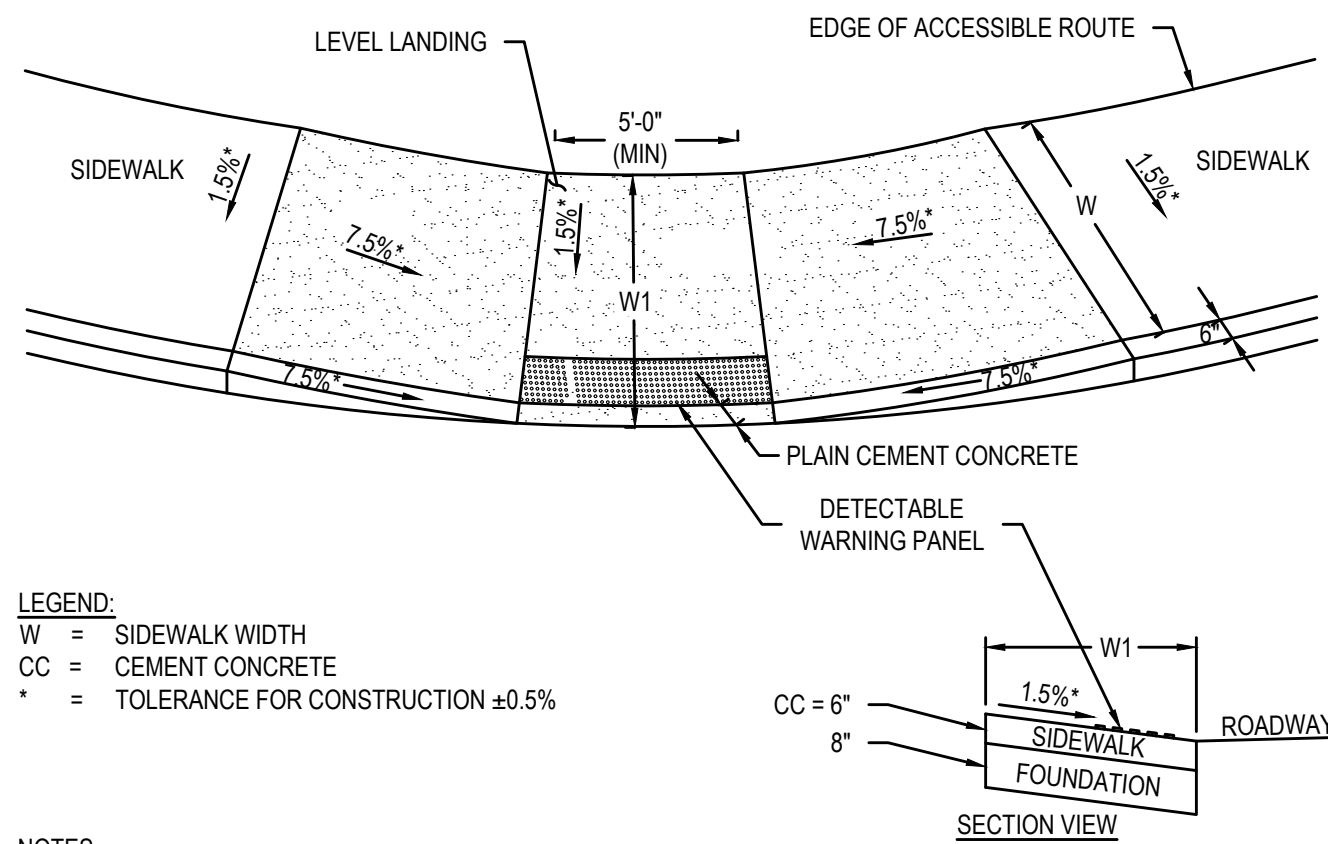
| PEDESTRIAN CURB RAMP DATA - TYPE 1 | | | | | | | | | | | | |
|------------------------------------|---------|-------------|--------------------|------------|---------|----------------------|------------------------|------------------|---------------------|------------------------|------------------|---------------------|
| RAMP # | STATION | OFFSET (FT) | LEVEL LANDING (FT) | | W1 (FT) | ROADWAY GUTTER SLOPE | LEFT SIDE | | | RIGHT SIDE | | |
| | | | WIDTH (Lw) | DEPTH (Ld) | | | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) |
| 16 | 21+0.6 | 44.0 RT | 5.0 | 5.0 | 4.0 | -2.1% | 3.25 | 3.0 | 8.5 | 6.5 | 6.0 | 5.0 |
| 18 | 23+94.0 | 30.2 RT | 5.0 | 5.0 | 3.2 | 2.7% | 11.0 | 6.0 | 5.0 | 6.5 | 6.0 | 5.0 |



PEDESTRIAN CURB RAMP - TYPE 3

N.T.S.

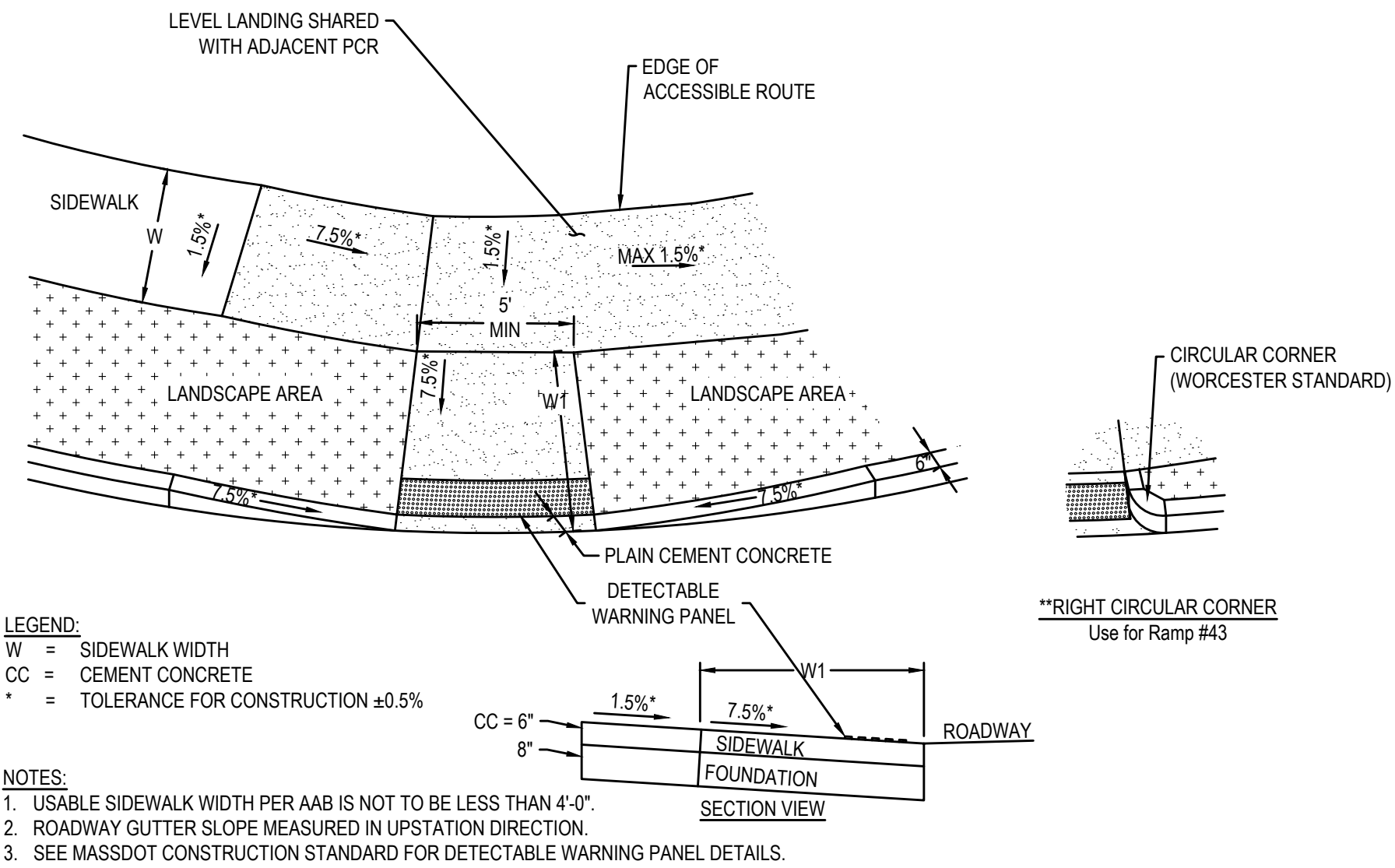
| PEDESTRIAN CURB RAMP DATA - TYPE 3 | | | | | | | | | | | | |
|------------------------------------|---------|-------------|--------------------|------------|---------|----------------------|------------------------|------------------|---------------------|------------------------|------------------|---------------------|
| RAMP # | STATION | OFFSET (FT) | LEVEL LANDING (FT) | | W1 (FT) | ROADWAY GUTTER SLOPE | LEFT SIDE | | | RIGHT SIDE | | |
| | | | WIDTH (Lw) | DEPTH (Ld) | | | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) |
| 8 | 20+40.6 | 38.6 RT | 5.0 | 5.0 | 5.0 | 2.6% | 11.0** | 6.0 | 5.0 | 6.5 | 6.0 | 5.0 |
| 11 | 20+69.1 | 48.7 LT | 5.0 | 5.0 | 5.0 | 1.1% | 6.5 | 6.0 | 5.0 | 7.7 | 6.0 | 5.0 |
| 33 | 37+4.6 | 21.5 RT | 5.0 | 5.0 | 8.6 | 3.0% | 9.0 | 6.0 | 5.0 | 6.5 | 6.0 | 5.0 |
| 44 | 44+73.9 | 35.4 RT | 5.0 | 5.0 | 4.0 | 1.7% | 6.5** | 6.0 | 5.0 | 7.7 | 6.0 | 5.0 |



PEDESTRIAN CURB RAMP - TYPE 4

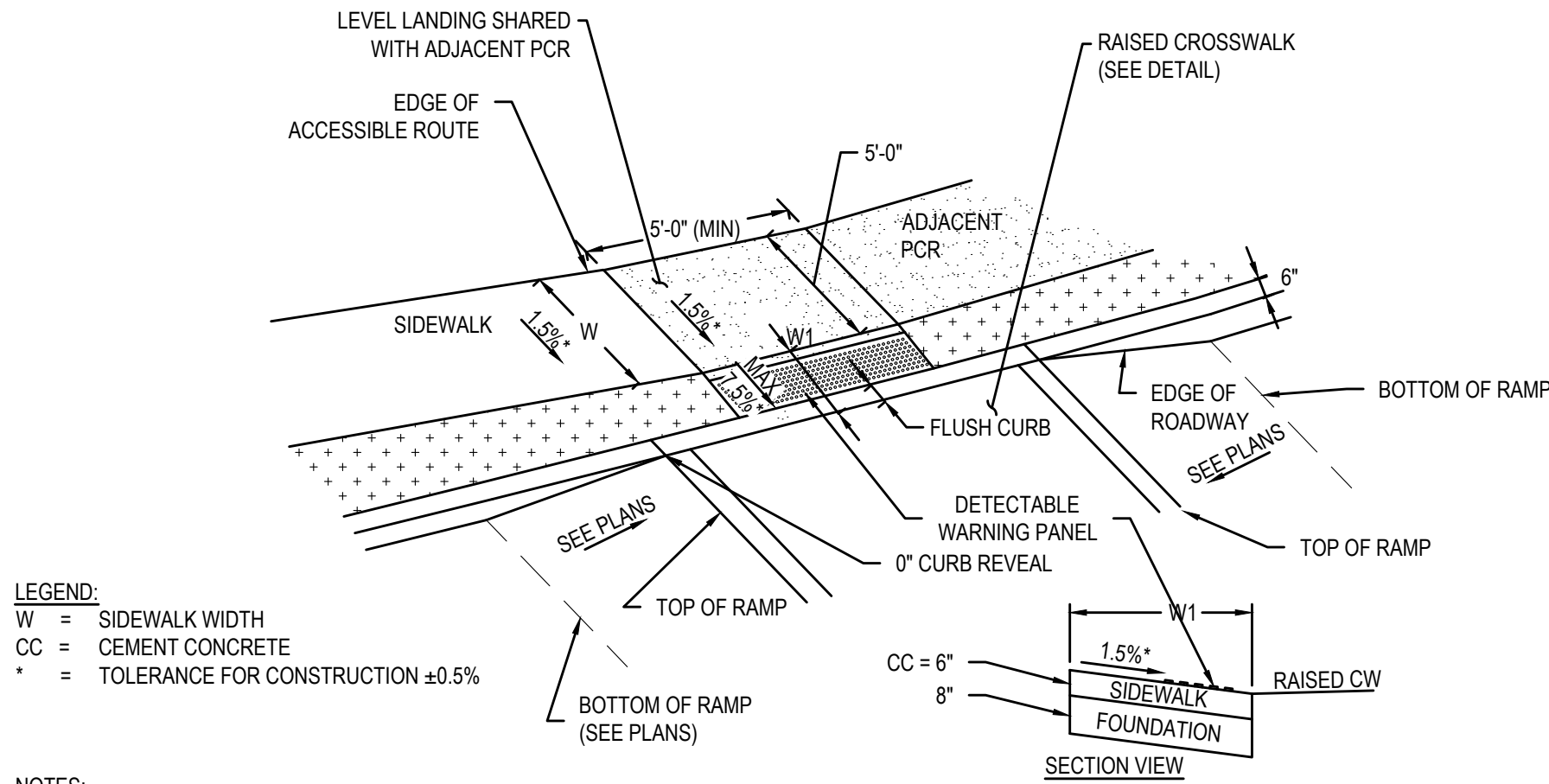
N.T.S.

| PEDESTRIAN CURB RAMP DATA - TYPE 4 | | | | | | | | | | | | |
|------------------------------------|---------|-------------|--------------------|------------|---------|----------------------|------------------------|------------------|---------------------|------------------------|------------------|---------------------|
| RAMP # | STATION | OFFSET (FT) | LEVEL LANDING (FT) | | W1 (FT) | ROADWAY GUTTER SLOPE | LEFT SIDE | | | RIGHT SIDE | | |
| | | | WIDTH (Lw) | DEPTH (Ld) | | | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) |
| 15 | 21+14.5 | 34.9 RT | 5.0 | 7.2 | 7.2 | 0.8% | 14.00 | 6.0 | 6.0 | 3.25 | 3.0 | 7.2 |



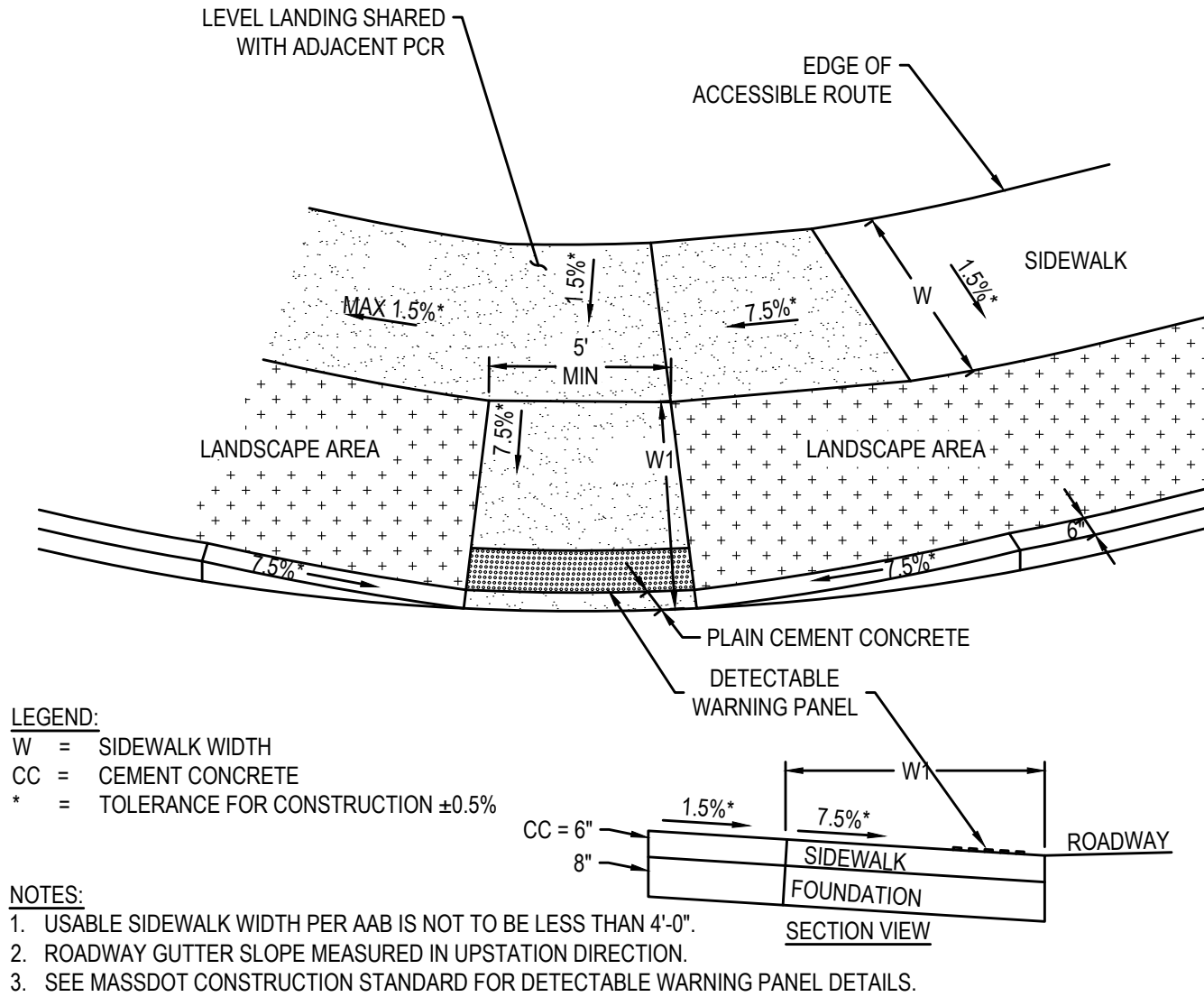
PEDESTRIAN CURB RAMP - TYPE 5
N.T.S.

| PEDESTRIAN CURB RAMP DATA - TYPE 5 | | | | | | | | | | | | |
|------------------------------------|---------|-------------|--------------------|------------|---------|----------------------|------------------------|------------------|---------------------|------------------------|------------------|---------------------|
| RAMP # | STATION | OFFSET (FT) | LEVEL LANDING (FT) | | W1 (FT) | ROADWAY GUTTER SLOPE | LEFT SIDE | | | RIGHT SIDE | | |
| | | | WIDTH (Lw) | DEPTH (Ld) | | | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) |
| 5 | 20+21.9 | 42.0 LT | 5.0 | 10.0 | 5.0 | 2.4% | 6.5 | 6.0 | 5.0 | 3.25 | 3.0 | 5.0 |
| 32 | 37+04.7 | 13.4 LT | 5.0 | 5.0 | 6.4 | 1.4% | 6.5 | 6.0 | 5.0 | 3.25 | 3.0 | 5.0 |
| 43 | 44+44.0 | 36.0 RT | 12.8 | 5.0 | 4.5 | 1.0% | 7.7** | 6.0 | 5.0 | 6.5** | 6.0 | 5.0 |



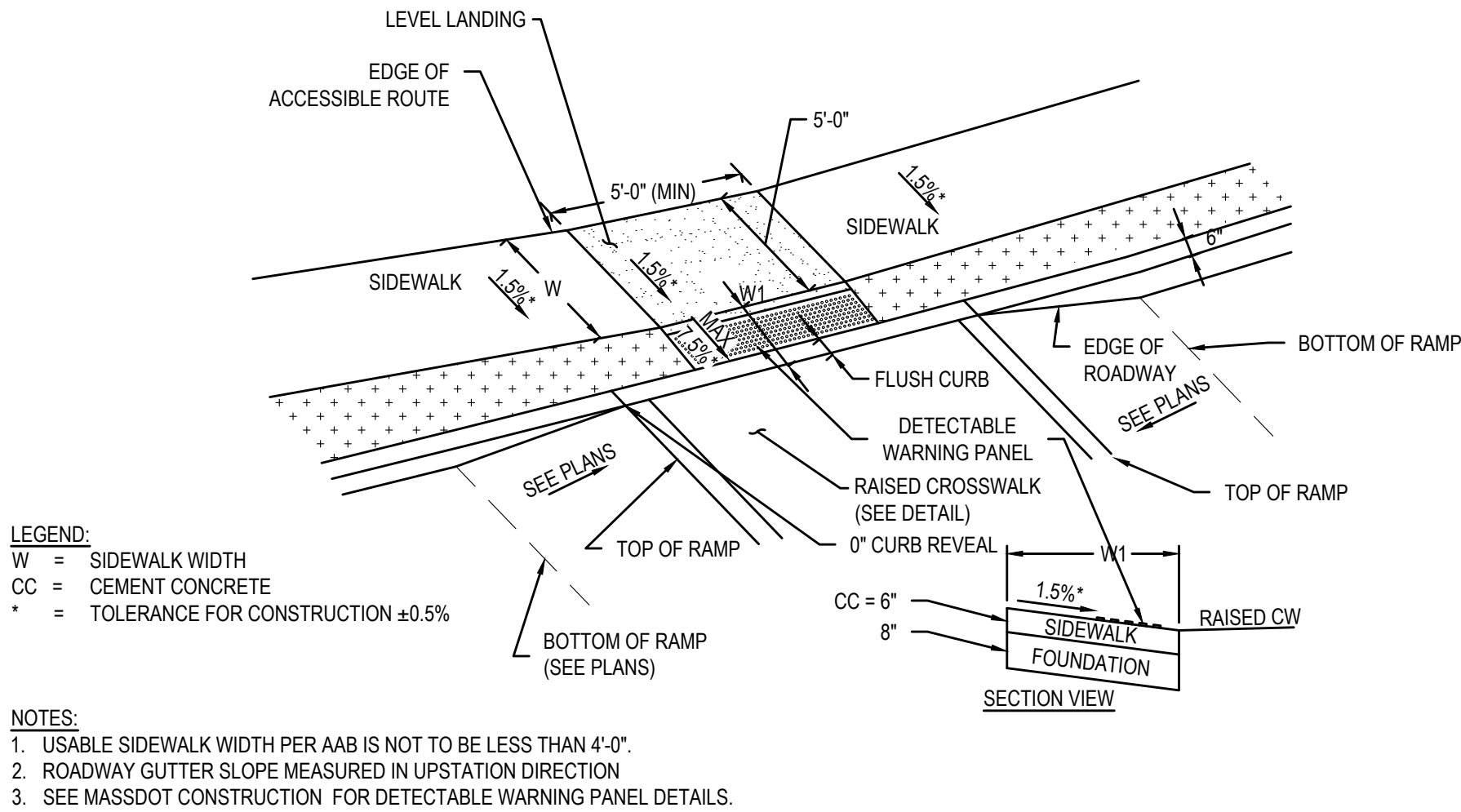
PEDESTRIAN CURB RAMP - TYPE 7
N.T.S.

| PEDESTRIAN CURB RAMP DATA - RAISED LOCATIONS | | | | | | | | | | | | |
|--|---------|-------------|--------------------|------------|---------|----------------------|------------------------|------------------|---------------------|------------------------|------------------|---------------------|
| RAMP # | STATION | OFFSET (FT) | LEVEL LANDING (FT) | | W1 (FT) | ROADWAY GUTTER SLOPE | LEFT SIDE | | | RIGHT SIDE | | |
| | | | WIDTH (Lw) | DEPTH (Ld) | | | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) |
| 22 | 24+48.3 | 21.7 RT | 5.0 | 5.0 | 5.0 | 1.5% | N/A | 6.0 | 5.0 | N/A | 4.0 | 5.0 |



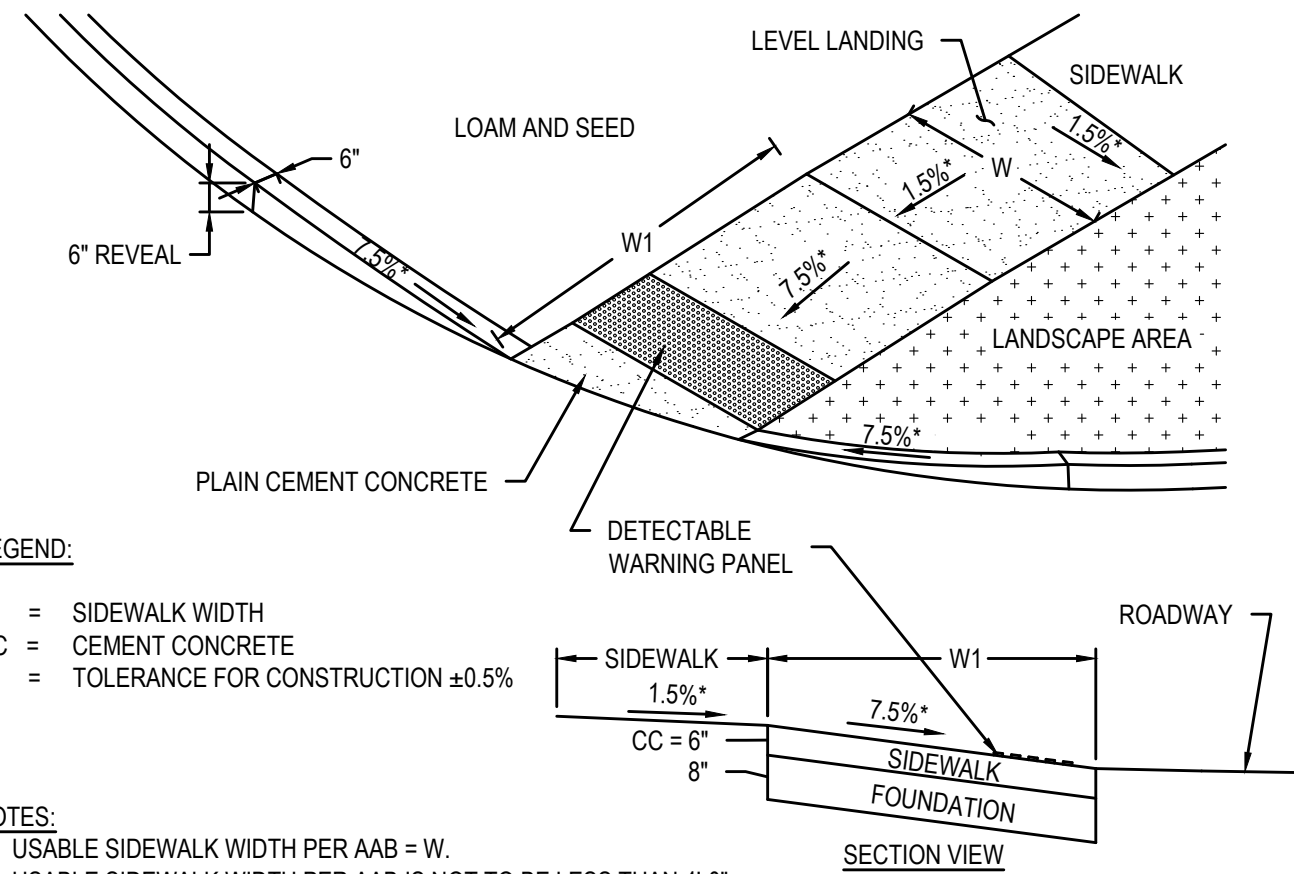
PEDESTRIAN CURB RAMP - TYPE 6
N.T.S.

| PEDESTRIAN CURB RAMP DATA - TYPE 6 | | | | | | | | | | | | |
|------------------------------------|---------|-------------|--------------------|------------|---------|----------------------|------------------------|------------------|---------------------|------------------------|------------------|---------------------|
| RAMP # | STATION | OFFSET (FT) | LEVEL LANDING (FT) | | W1 (FT) | ROADWAY GUTTER SLOPE | LEFT SIDE | | | RIGHT SIDE | | |
| | | | WIDTH (Lw) | DEPTH (Ld) | | | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) |
| 10 | 20+31.0 | 51.2 LT | 5.0 | 5.0 | 10.0 | 3.1% | 3.25 | 3.0 | 5.0 | 6.5 | 6.0 | 5.0 |



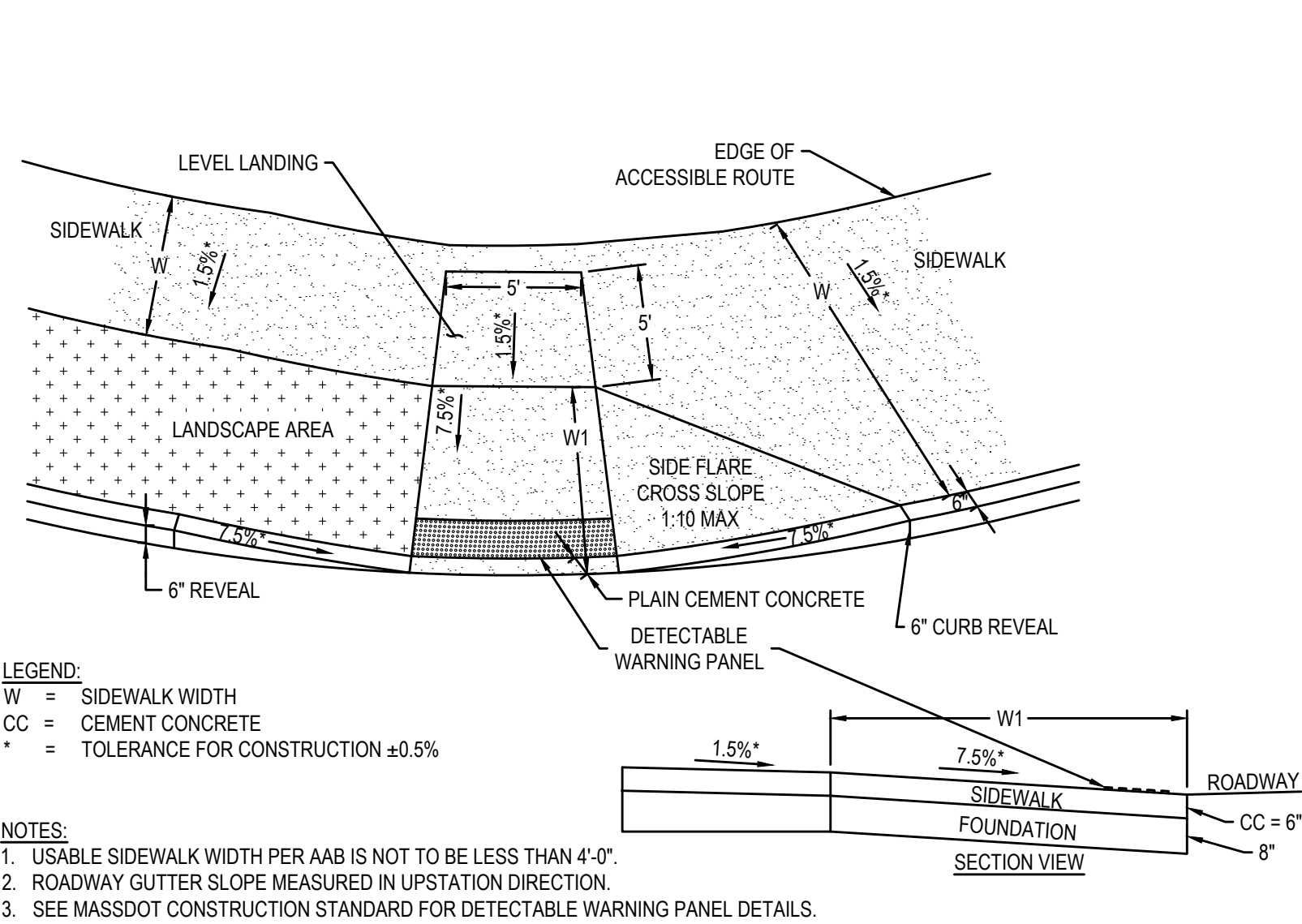
PEDESTRIAN CURB RAMP - TYPE 8
N.T.S.

| PEDESTRIAN CURB RAMP DATA - RAISED LOCATIONS | | | | | | | | | | | | |
|--|---------|-------------|--------------------|------------|---------|----------------------|------------------------|------------------|---------------------|------------------------|------------------|---------------------|
| RAMP # | STATION | OFFSET (FT) | LEVEL LANDING (FT) | | W1 (FT) | ROADWAY GUTTER SLOPE | LEFT SIDE | | | RIGHT SIDE | | |
| | | | WIDTH (Lw) | DEPTH (Ld) | | | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) |
| 21 | 24+48.5 | 19.4 LT | 5.0 | 5.0 | 4.9 | 1.5% | N/A | 4.0 | 5.0 | N/A | 6.0 | MATCH EX |
| 23 | 27+24.2 | 21.5 RT | 5.0 | 5.0 | 6.8 | -3.8% | N/A | 6.0 | MATCH EX | N/A | 6.0 | MATCH EX |
| 24 | 28+99.1 | 17.8 LT | 5.0 | 5.0 | 6.5 | -1.5% | N/A | 6.0 | MATCH EX | N/A | 6.0 | MATCH EX |
| 25 | 28+97.1 | 21.5 RT | 5.0 | 5.0 | 6.0 | -1.5% | N/A | 6.0 | MATCH EX | N/A | 6.0 | MATCH EX |
| 28 | 30+1.9 | 21.5 RT | 5.0 | 5.0 | 6.7 | -6.2% | N/A | 6.0 | MATCH EX | N/A | 6.0 | MATCH EX |
| 31 | 36+70.4 | 21.5 RT | 5.0 | 5.0 | 6.5 | 1.2% | N/A | 6.0 | MATCH EX | N/A | 6.0 | 5.0 |
| 36 | 39+52.2 | 17.7 LT | 5.0 | 5.0 | 4.0 | 1.5% | N/A | 6.0 | MATCH EX | N/A | 6.0 | MATCH EX |
| 37 | 39+51.6 | 23.3 RT | 5.0 | 5.0 | 7.8 | 1.5% | N/A | 6.0 | MATCH EX | N/A | 6.0 | MATCH EX |
| 40 | 43+73.5 | 21.5 RT | 5.0 | 5.0 | 3.3 | 1.5% | N/A | 6.0 | MATCH EX | N/A | 6.0 | MATCH EX |



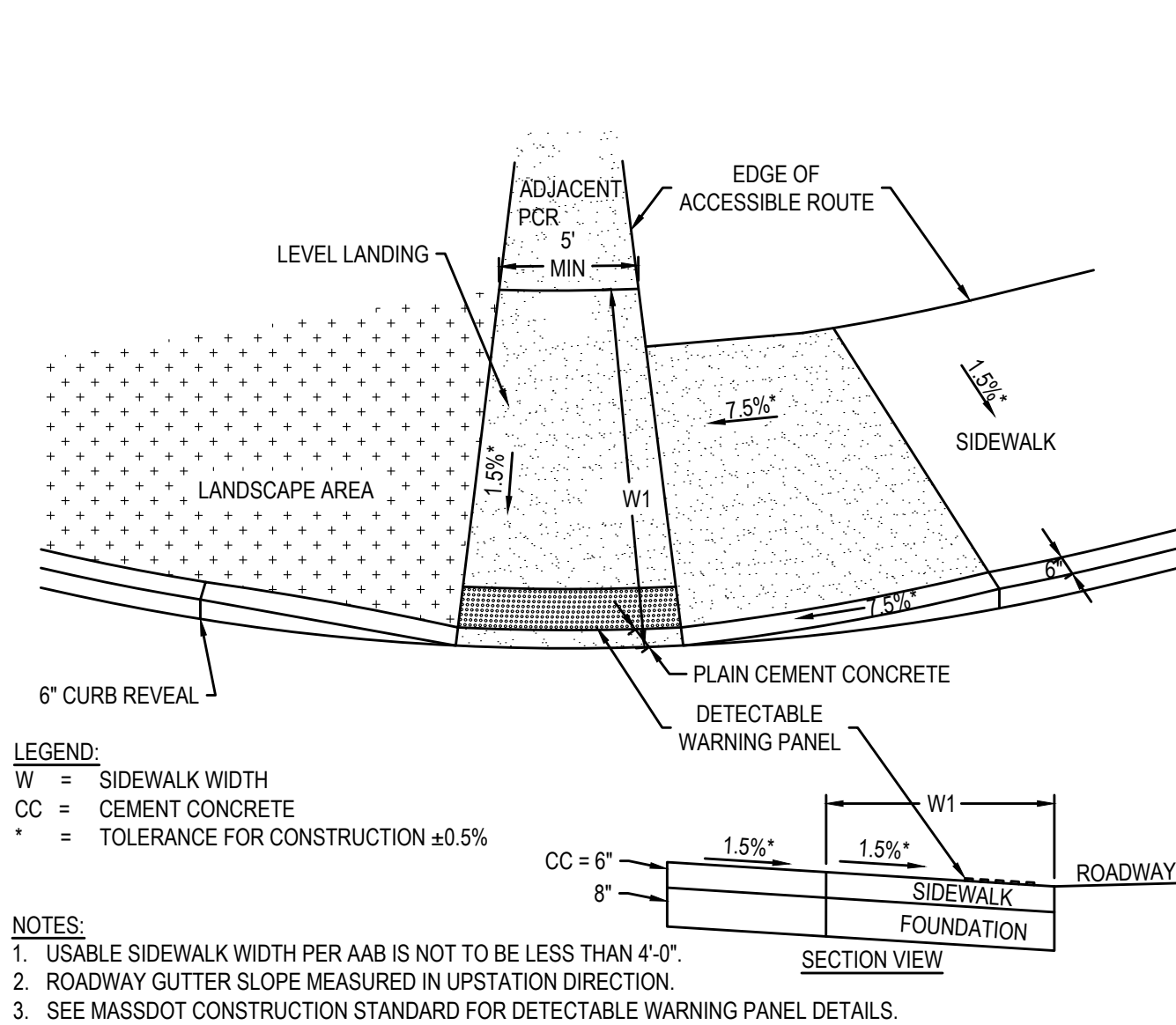
PEDESTRIAN CURB RAMP - TYPE 9
N.T.S.

| PEDESTRIAN CURB RAMP DATA - TYPE 4 | | | | | | | | | | | | |
|------------------------------------|---------|-------------|--------------------|------------|---------|----------------------|------------------------|------------------|---------------------|------------------------|------------------|---------------------|
| RAMP # | STATION | OFFSET (FT) | LEVEL LANDING (FT) | | W1 (FT) | ROADWAY GUTTER SLOPE | LEFT SIDE | | | RIGHT SIDE | | |
| | | | WIDTH (Lw) | DEPTH (Ld) | | | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) |
| 6 | 20+32.3 | 14.4 LT | 5.0 | 5.0 | 9.0 | 1.5% | 11.0 | 6.0 | - | 6.5 | 6.0 | - |
| 7 | 20+37.5 | 12.5 RT | 5.0 | 5.0 | 9.0 | 3.0% | 6.5 | 6.0 | - | 14.0 | 6.0 | - |
| 9 | 20+64.0 | 45.7 RT | 5.0 | 5.0 | 12.3 | 2.9% | 6.5 | 6.0 | - | 11.0 | 6.0 | - |
| 13 | 20+99.3 | 12.3 LT | 5.0 | 7.5 | 11.6 | -0.2% | 3.25 | 3.0 | - | 6.5 | 6.0 | - |
| 14 | 21+7.0 | 13.5 RT | 5.0 | 7.5 | 14.2 | -2.8% | 11.0 | 6.0 | - | 3.25 | 3.0 | - |
| 19 | 24+17.2 | 26.1 LT | 5.0 | 5.0 | 9.4 | 2.4% | 6.5 | 6.0 | - | 11.0 | 4.0 | - |
| 20 | 24+32.3 | 28.8 RT | 5.0 | 5.0 | 15.0 | 0.1% | 3.25 | 4.0 | - | 6.5 | 6.0 | - |
| 26 | 29+48.6 | 25.5 LT | 5.0 | 5.0 | 15.0 | -5.9% | 15.0 | 6.0 | - | 6.5 | 6.0 | - |
| 30 | 33+5.1 | 23.9 LT | 5.0 | 5.0 | 12.9 | 0.2% | 6.5 | 6.0 | - | 9.0 | 6.0 | - |
| 35 | 37+45.6 | 26.0 LT | 5.0 | 5.0 | 11.0 | -3.8% | 15.0 | 6.0 | - | 6.5 | 6.0 | - |
| 38 | 41+14.2 | 32.7 RT | 5.0 | 5.0 | 9.8 | -0.9% | 6.5 | 6.0 | - | 9.0 | 6.0 | - |
| 39 | 41+46.4 | 31.9 RT | 5.0 | 5.0 | 9.7 | 3.3% | 9.0 | 6.0 | - | 6.5 | 6.0 | - |



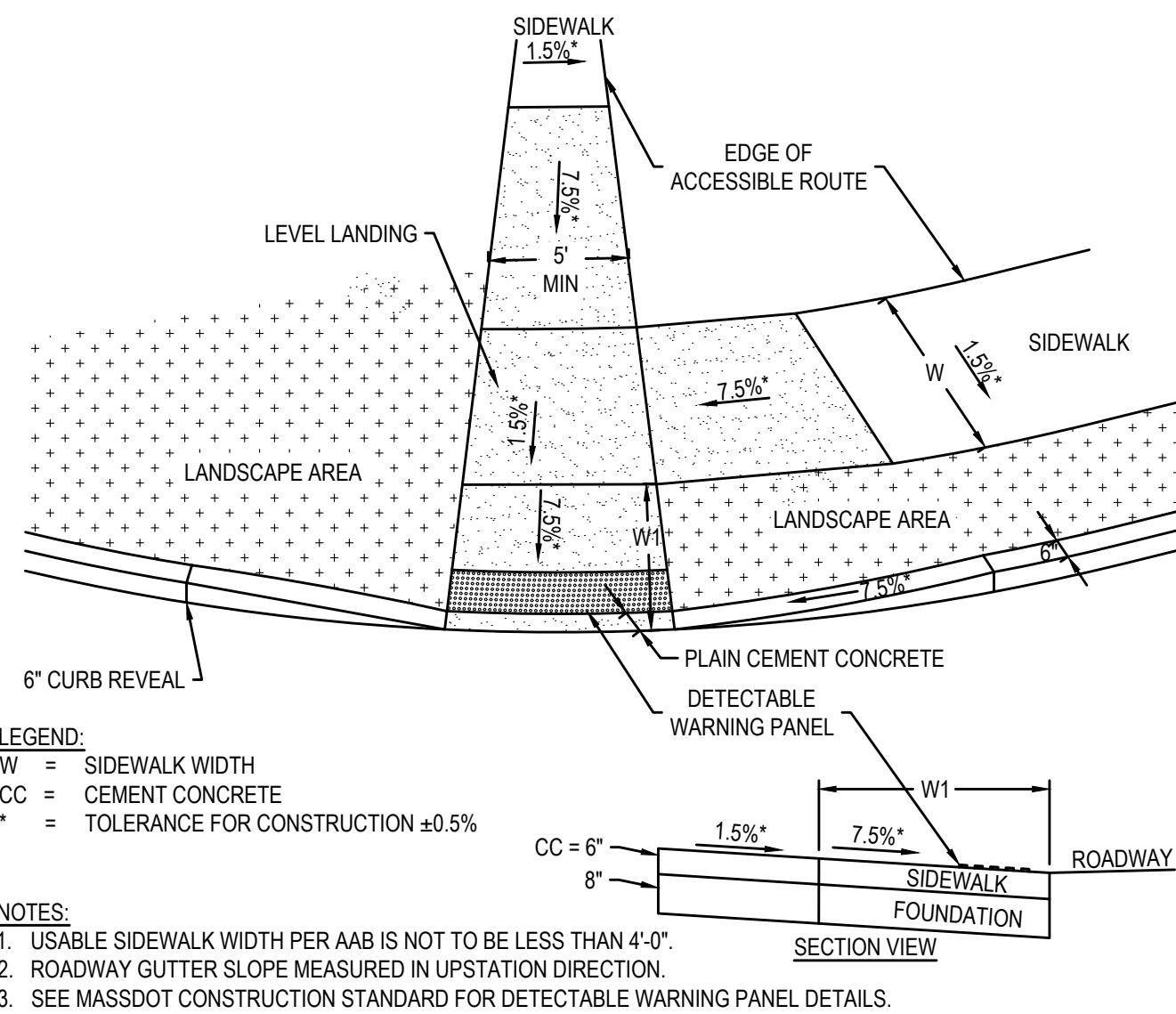
PEDESTRIAN CURB RAMP - TYPE 10
N.T.S.

| PEDESTRIAN CURB RAMP DATA - TYPE 7 | | | | | | | | | | | | |
|------------------------------------|---------|-------------|--------------------|------------|---------|----------------------|------------------------|------------------|---------------------|------------------------|------------------|---------------------|
| RAMP # | STATION | OFFSET (FT) | LEVEL LANDING (FT) | | W1 (FT) | ROADWAY GUTTER SLOPE | LEFT SIDE | | | RIGHT SIDE | | |
| | | | WIDTH (Lw) | DEPTH (Ld) | | | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) |
| 12 | 21+1.1 | 31.8 LT | 5.0 | 5.0 | 8.0 | 3.2% | 6.5 | 6.0 | 5.0 | 11.0 | 6.0 | 8.0 |



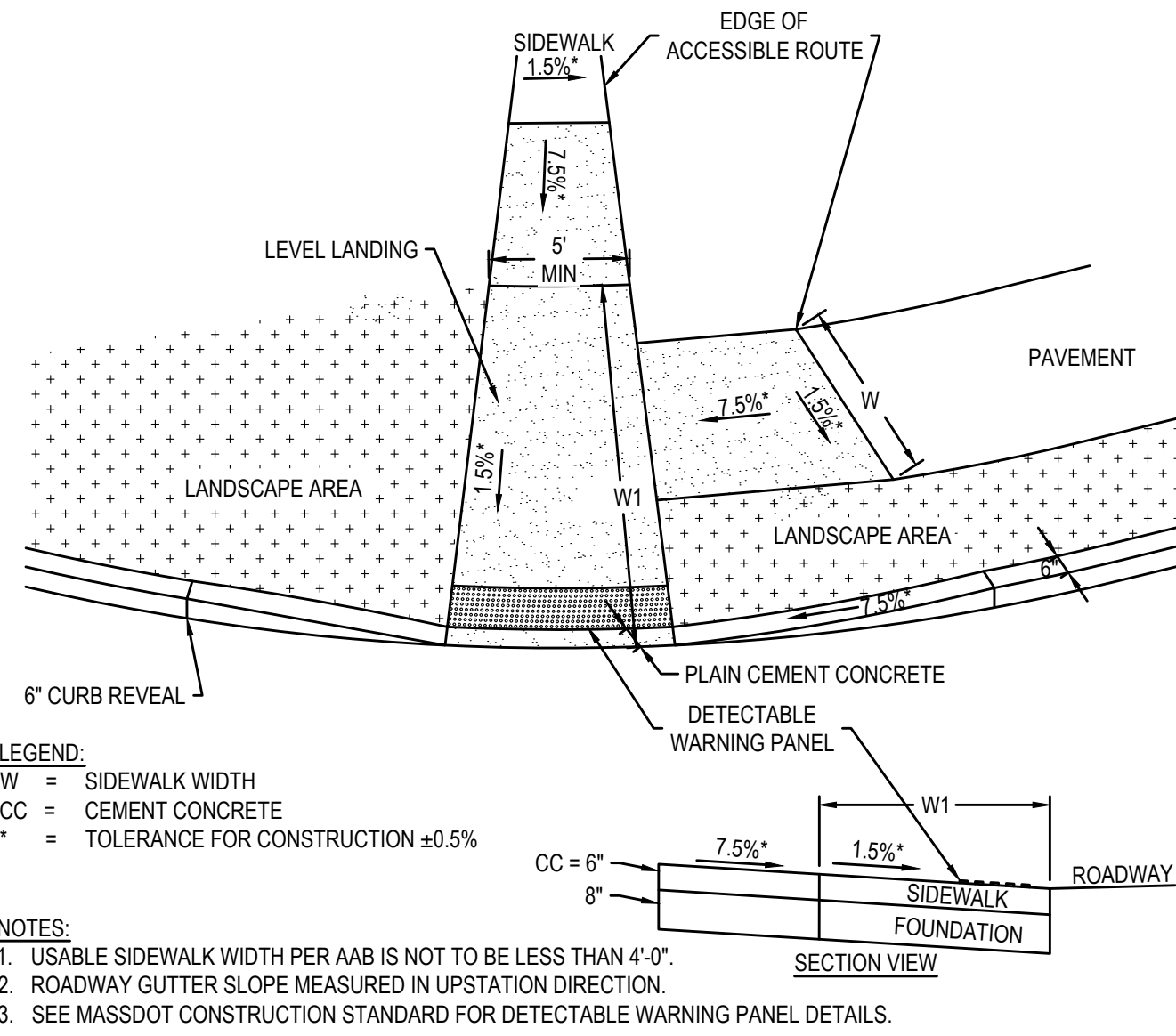
PEDESTRIAN CURB RAMP - TYPE 13
N.T.S.

| PEDESTRIAN CURB RAMP DATA - TYPE 12 | | | | | | | | | | | | |
|-------------------------------------|---------|-------------|--------------------|------------|---------|----------------------|------------------------|------------------|---------------------|------------------------|------------------|---------------------|
| RAMP # | STATION | OFFSET (FT) | LEVEL LANDING (FT) | | W1 (FT) | ROADWAY GUTTER SLOPE | LEFT SIDE | | | RIGHT SIDE | | |
| | | | WIDTH (Lw) | DEPTH (Ld) | | | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) |
| 34 | 37+14.3 | 23.6 LT | 5.0 | 11.0 | 11.0 | 11.1% | 3.25 | 3.0 | - | 15.0 | 6.0 | 7.0 |



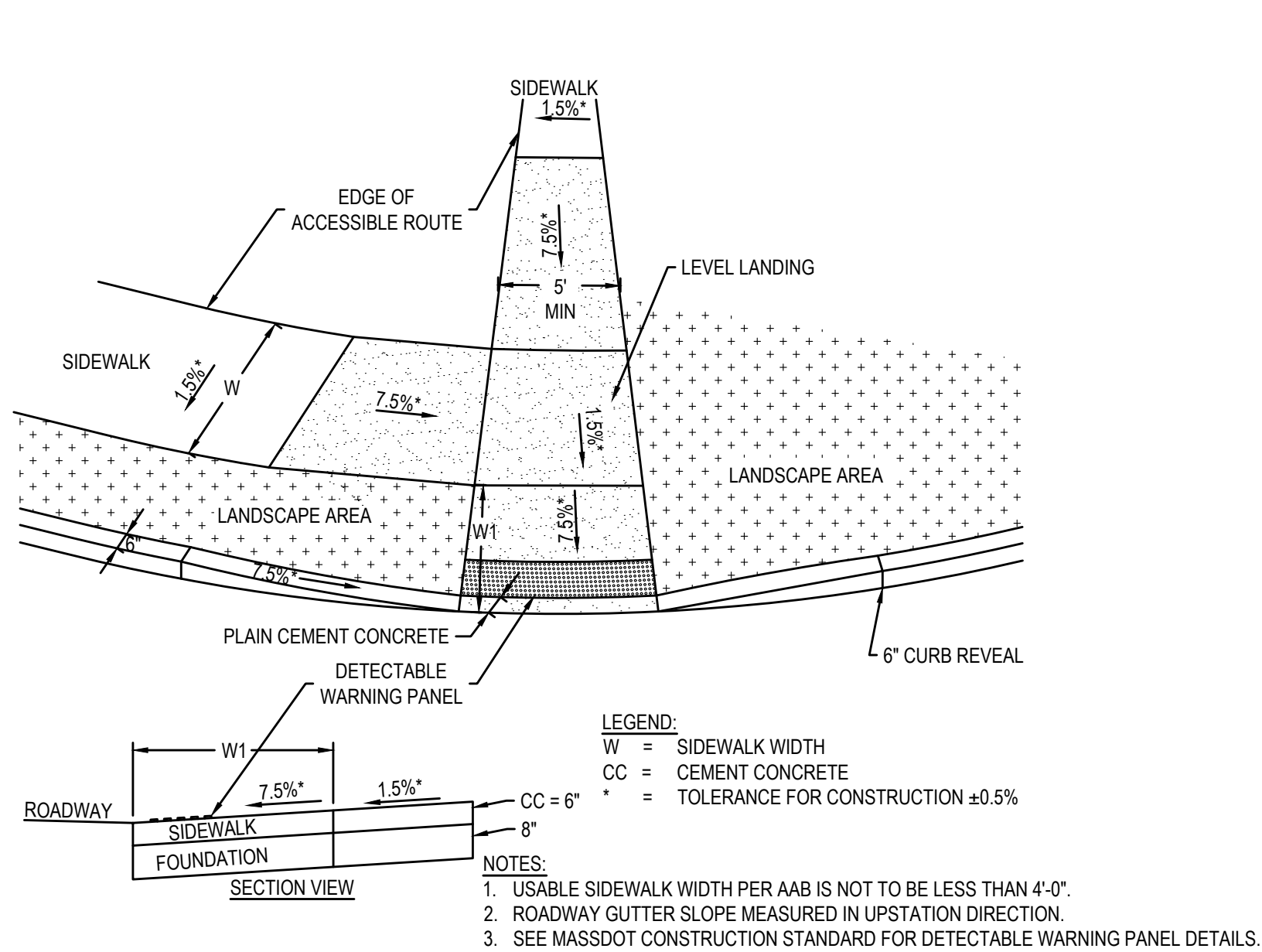
PEDESTRIAN CURB RAMP - TYPE 11
N.T.S.

| PEDESTRIAN CURB RAMP DATA - TYPE 11 | | | | | | | | | | | | |
|-------------------------------------|---------|-------------|--------------------|------------|---------|----------------------|------------------------|------------------|---------------------|------------------------|------------------|---------------------|
| RAMP # | STATION | OFFSET (FT) | LEVEL LANDING (FT) | | W1 (FT) | ROADWAY GUTTER SLOPE | LEFT SIDE | | | RIGHT SIDE | | |
| | | | WIDTH (Lw) | DEPTH (Ld) | | | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) |
| 29 | 32+64.8 | 24.8 LT | 5.0 | 5.0 | 10.8 | -4.8% | 15.0 | 6.0 | - | 6.5 | 6.0 | 5.0 |
| 42 | 44+36.7 | 21.3 RT | 5.0 | 12.8 | 5.5 | 1.1% | 6.5 | 6.0 | - | 6.5 | 6.0 | 5.0 |



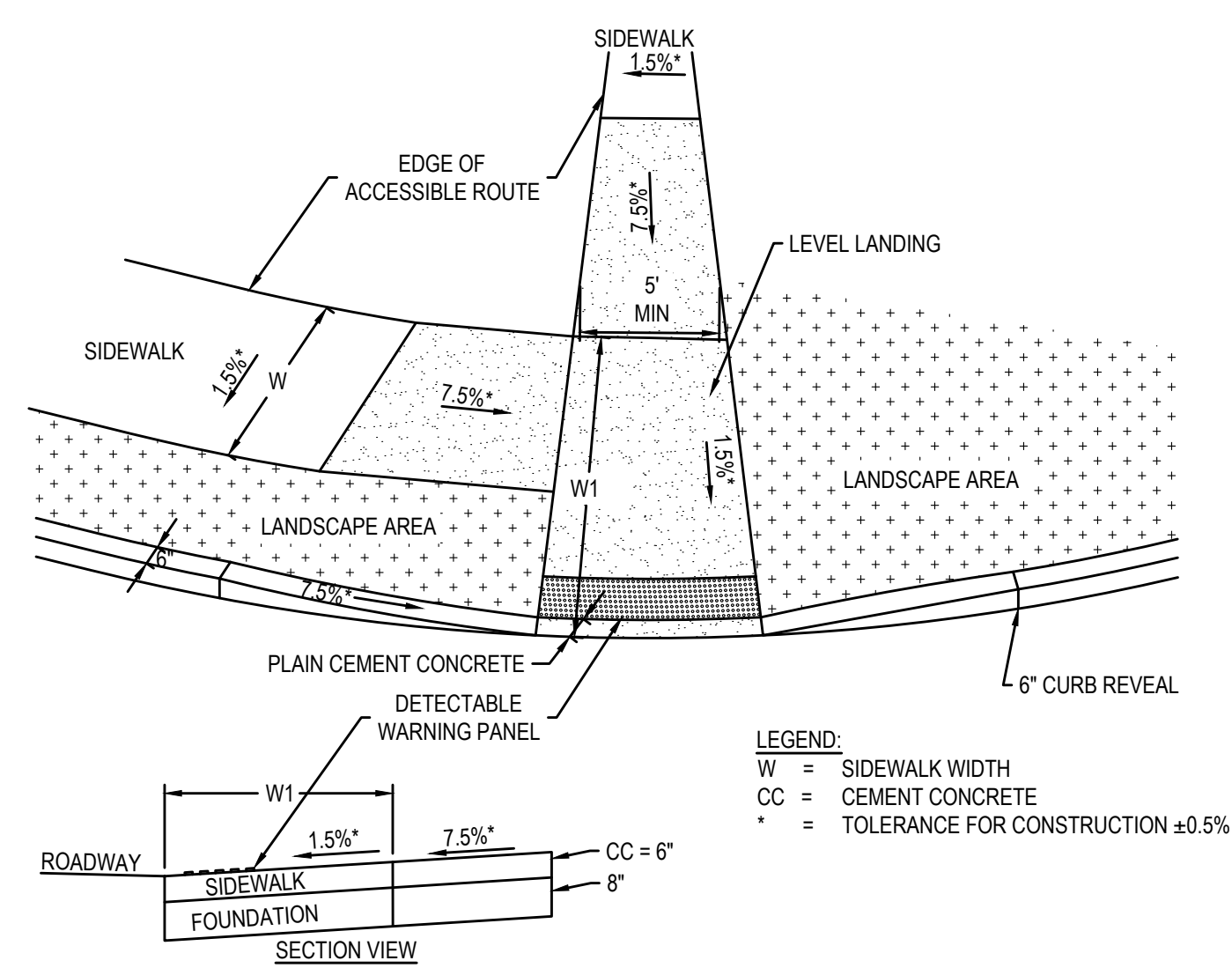
PEDESTRIAN CURB RAMP - TYPE 14
N.T.S.

| PEDESTRIAN CURB RAMP DATA - TYPE 9 | | | | | | | | | | | | |
|------------------------------------|---------|-------------|--------------------|------------|---------|----------------------|------------------------|------------------|---------------------|------------------------|------------------|---------------------|
| RAMP # | STATION | OFFSET (FT) | LEVEL LANDING (FT) | | W1 (FT) | ROADWAY GUTTER SLOPE | LEFT SIDE | | | RIGHT SIDE | | |
| | | | WIDTH (Lw) | DEPTH (Ld) | | | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) |
| 17 | 23+79.4 | 25.5 LT | 5.0 | 8.3 | 8.3 | 1.9% | 6.5 | 6.0 | 5.0 | 7.7 | 6.0 | 5.0 |



PEDESTRIAN CURB RAMP - TYPE 12
N.T.S.

| PEDESTRIAN CURB RAMP DATA - TYPE 10 | | | | | | | | | | | | |
|-------------------------------------|---------|-------------|--------------------|------------|---------|----------------------|------------------------|------------------|---------------------|------------------------|------------------|---------------------|
| RAMP # | STATION | OFFSET (FT) | LEVEL LANDING (FT) | | W1 (FT) | ROADWAY GUTTER SLOPE | LEFT SIDE | | | RIGHT SIDE | | |
| | | | WIDTH (Lw) | DEPTH (Ld) | | | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) |
| 27 | 29+84.1 | 25.6 LT | 5.0 | 5.0 | 10.0 | -3.2% | 6.5 | 6.0 | 5.0 | 15.0 | 6.0 | - |



PEDESTRIAN CURB RAMP - TYPE 15
N.T.S.

| PEDESTRIAN CURB RAMP DATA - TYPE 13 | | | | | | | | | | | | |
|-------------------------------------|---------|-------------|--------------------|------------|---------|----------------------|------------------------|------------------|---------------------|------------------------|------------------|---------------------|
| RAMP # | STATION | OFFSET (FT) | LEVEL LANDING (FT) | | W1 (FT) | ROADWAY GUTTER SLOPE | LEFT SIDE | | | RIGHT SIDE | | |
| | | | WIDTH (Lw) | DEPTH (Ld) | | | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) | TRANSITION LENGTH (FT) | CURB REVEAL (IN) | SIDEWALK WIDTH (FT) |
| 41 | 44+35.5 | 27.0 LT | 5.0 | 10.6 | 10.6 | 1.1% | 6.5 | 6.0 | 5.0 | 9.0 | 6.0 | - |